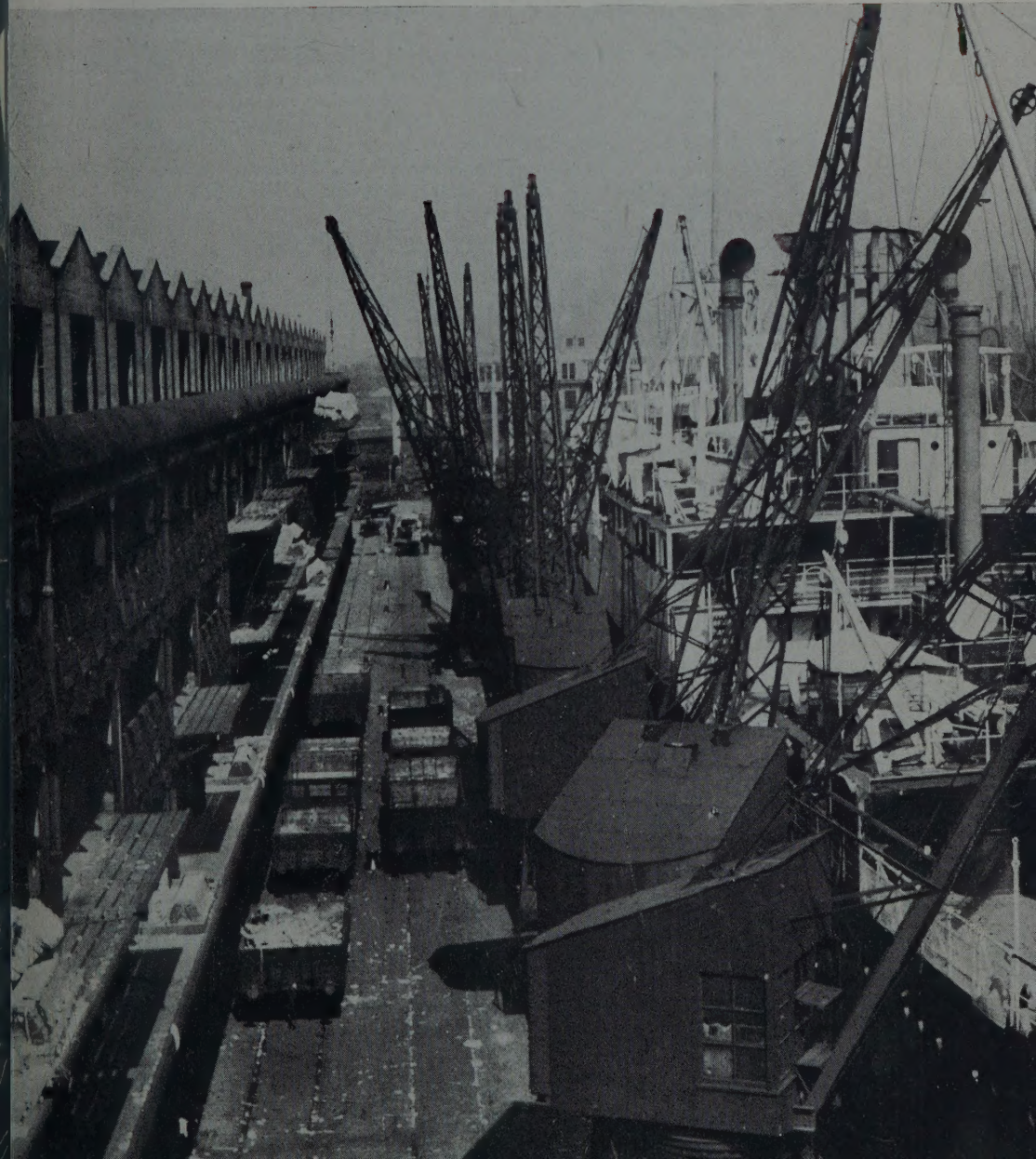
# FOREIGN TRADE

UNIVERSITY OF ILLINOIS
AT CHICAGO

FEB 1 3 1995

DOCUMENTS

Vol. III OTTAWA, JANUARY 3, 1948 No. 53



## NOTICE TO SUBSCRIBERS

**Subscribers are requested to renew their subscriptions to *Foreign Trade* (formerly the *Commercial Intelligence Journal*) on receipt of a notice from the King's Printer, Government Printing Bureau, Ottawa. Renewal notices will be mailed to subscribers four weeks prior to the expiry date of their subscriptions. If no reply has been received by this date, the name of the subscriber will be removed from the mailing list on the assumption that he no longer wishes to receive this publication.**

***Foreign Trade* is published weekly, in English and French. The subscription rate is *One Dollar* per year for delivery in Canada and *$3.50* per year for delivery outside Canada. A limited number of single copies is available for ten cents a copy. All subscriptions and orders should be forwarded directly to the King's Printer, Government Printing Bureau, Ottawa.**

Published by Authority of
The Hon. James A. MacKinnon, M.P.
Minister of Trade and Commerce

M. W. Mackenzie
Deputy Minister

# FOREIGN TRADE

OTTAWA, JANUARY 3, 1948

Published Weekly
By
Foreign Trade Service
Department of Trade and Commerce

## In This Issue

Canada—Shipyards Contribute to World Trade Recovery ..... 2
Canada—Exports to Britain Parallel Canadian Production ..... 6
United Kingdom—Record Apple Crop Fills Domestic Needs ..... 10
United Kingdom—Britain Plans to Export More Textiles ..... 14
United Kingdom—Capital Expenditures Can ba Reduced ..... 17
Germany—Coal Output and Stocks Increase ..... 18
Chile—Port Congestion Caused by Exchange Shortage ..... 19
South Africa—Union is Best Market for Canadian Dresses ..... 21
Mexico—More Alarm Clocks Required ..... 24
Canada—Gateway to Multilateral Trade Created ..... 25
Canada—Exports by Commodities, January-November ..... 29
Bolivia—Strikes in Tin Mines Damage Economy ..... 31
Peru—Communications System Improved and Modernized ..... 33
Norway—Shortage of Building Materials for Reconstruction ..... 36

## Regular Features

Foreign Exchange Quotations ..... 52
Foreign Trade Service Abroad ..... 50
Trade Commissioners on Tour ..... 38
Trade and Tariff Regulations ..... 39
Transportation ..... 42
Departures from Halifax ..... 42
Departures from Saint John ..... 45
Departures from Vancouver—New Westminster ..... 47

**COVER SUBJECT—Cotton, which provides Great Britain with a substantial proportion of her exports, in the form of yarns and piece-goods, being unloaded in Manchester. Current production of cotton yarns exceeds 17,000,000 pounds per week, of which slightly more than 4,000,000 are being made available for export. The average weekly production in 1937 was 26,410,000 pounds, of which 13,250,000 pounds were exported. The export target for the end of this year is 6,800,000 pounds. Textiles contributed 26 per cent to Britain's total exports of £521,000,000 in 1937, and 20 per cent of her total exports of £912,000,000 in 1946, which is larger than any other single group, and not much less than machinery and vehicles together. The value of her textile exports in 1946 was greater by £53,000,000 than in 1937, but the actual volume was only about 45 per cent of the 1937 figure, due to the fact that textile prices are over 315 per cent of the prewar prices. It is expected that 150,000,000 yards of textiles will be made available this year for the Canadian market.**

*Photo by Stewart Bale, Limited*

# Canadian Shipyards Contribute to Restoration of World Trade

*Forty vessels, aggregating 99,000 gross tons, completed during past year—Shipbuilders create technical section for exchange of information—Machinery being built in this country—Costs must be competitive—Replacement of lake tonnage of much importance to national economy.*

**By W. J. Fisher, Area Traffic Officer, Trade Commissioner Service**

CANADIAN shipyards are making a substantial contribution to the restoration of world trade and the industrial development of this country. Some forty vessels, aggregating 99,000 gross tons, were completed during the past year, and the value of foreign sales in the first eleven months was $19,000,000. Total deliveries consisted of fourteen cargo vessels, three passenger and car ferries, two passenger vessels, two colliers, one tanker, one tug, three trawlers and fourteen barges. Ships under construction or on order in Canadian shipyards include the following:

(*a*) Three cargo vessels, with passenger accommodation, of some 3,000 gross tons register, for Argentina; valued at $7,000,000.

(*b*) Nine vessels for operation on the Yangtze Kiang, China, valued at $12,000,000.

(*c*) One passenger vessel of 4,500 tons gross register, for operation on the Great Lakes by the Canada Steamship Lines, valued at $3,000,000.

(*d*) One tanker for operation on the Great Lakes by Imperial Oil, Limited, valued at $1,675,000. This is claimed to be the largest tanker to be built on the Great Lakes.

Any review of the Canadian shipbuilding industry at this time should take into consideration prewar operations and the development of the Canadian mercantile marine during the period of hostilities. Shipbuilding and ship-repairing were at a low ebb in 1938, consisting almost entirely of repairs to vessels engaged in the coastal and Great Lakes trades. There were only 3,596 persons employed in the shipbuilding industry in 1939, including 1,633 workers engaged in the construction of new ships.

During the peak of the war period, there were 53,000 persons employed in the major shipyards. This number has fallen to 16,000, engaged in the seventeen principal shipyards, though over four times the prewar total. Shipbuilding facilities enabled Canada to increase her merchant fleet from forty-four ocean-going vessels, of 262,000 tons gross register, before the war to one of 154 ships, of 995,000 gross tons register, operating on foreign trade routes. With freighters and tankers operating on the St. Lawrence River and Great Lakes, the total consists of 315 vessels, of 1,333,000 gross tons register, which places Canada fifth among the world's shipping nations. Repairs and the overhaul of this tonnage at regular intervals will furnish the shipyards with much work, additional to the construction of new vessels.

### Shipyards Exchange Technical Information

One of the more important developments in the industry is the formation of a technical section by the Canadian Shipbuilding and Ship Repairing

**M.V. *Canadian Cruiser*, built since the war by Canadian Vickers, Limited, in Montreal, for operation between this country and the British West Indies. She is powered with the first heavy diesel engine built in Canada, this being a direct reversing, four-cylinder, two-cycle, opposed piston, single-acting Doxford Diesel engine, having a shaft horsepower of 6,000. This vessel has an overall length of 436 feet 6 inches, beam of 59 feet, depth of 36 feet 6 inches, and a dead-weight tonnage of 7,500. She has accommodation for twelve passengers, 16,000 cubic feet of refrigerated cargo and 379,000 cubic feet of general cargo. Two sister ships, the M.V. *Canadian Constructor* and *Canadian Challenger*, are also in operation on the West Indies route.**

*Photo by Canadian National Steamships*



2456—1½

Association, comprising the chief naval architects from each member shipyard. Its principal purpose is to exchange information concerning shipbuilding developments, plans and diagrams being made available from the central office to all members of the association. A program of basic research and the development of new technique will be the major responsibility of this section. The increasing utilization of light alloys for ship construction in this country is significant, aluminum being used in the construction of the superstructure of nine ships building for operation on the Yangtze Kiang. It is expected this will reduce the draft without involving any sacrifice in the cargo-carrying capacity of these vessels.

The present demand for higher speeds necessitates the provision of more powerful machinery, which is being produced in this country. Where first cost and ease of maintenance are paramount, the steam reciprocating engine possesses many advantages, and is used extensively in ships employed in the coastal trade. Skinner Unaflow marine engines have been installed to an increasing extent in ships designed for operation on the Great Lakes and in smaller ocean-going freighters. The uni-directional flow principle eliminates initial condensation, which is a fundamental defect in counterflow engines. Machinery of this type was installed recently in the S.S. *Triton* and *Telamon,* built for the Royal Netherlands Steamship Company, and in four lakers of the Hall Corporation of Canada.

**Turbine Machinery Being Built Here**

Facilities were developed during the war for building double reduction geared turbines for the "Tribal" class destroyers ordered by the Royal Canadian Navy. The experience thus gained has been carried through to peacetime, and orders now in hand provide for the installation of turbine machinery in the largest tanker to come under Canadian registry. This ship will be 390 feet in length and have a capacity of 55,000 barrels of petroleum, which it should be possible to unload in eight hours. The all-welded hull, of Canadian design, will be built to Lloyd's specification for lake service, and the tanker will be provided with oil-fired water tube boilers, steam being supplied to a geared turbine of 2,900 s.h.p. Similar sets of turbine machinery are being built in Canada for installation in six 7,500-ton colliers, which are under construction in a Pacific Coast shipyard for the French Government.

**Diesel Engines Used to Increasing Extent**

Diesel engines are being used to an increasing extent. The icebreaking passenger and car ferry *Abegweit,* which is believed to be the largest vessel of her type in the world, was recently completed, and demonstrates Canadian facilities for the design and construction of special ships. The ferry was designed to cope with the severe ice conditions prevailing during winter months in the Northumberland Strait, between Prince Edward Island and New Brunswick. She has accommodation for 950 passengers, nineteen railway freight cars and sixty automobiles. The power plant consists of eight diesel-electric units, each consisting of 1,050 kw. generators, direct connected with 750 b.h.p. Sulzer diesel engines. The *Abegweit* is equipped with four propellers, two forward and two aft, each driven by a nominally rated 3,850 h.p. single armature motor.

Diesel engines for marine propulsion, with a maximum of 1,000 horsepower, have been built in Canada for some years. Three motorships of 7,500 deadweight tons, built in Canada, were placed in operation early last year between this country and the British West Indies. They are propelled by 6,000 s.h.p. Canadian-built Sun Doxford type engines.

**Shipbuilding Costs Must be Competitive**

If shipbuilding facilities in this country are to be utilized and developed, costs must be competitive and as low as possible. Comparative figures, set forth in the table below, furnish some indication of the costs in Canada and the United Kingdom, and are based on a ship of 5,000 deadweight tons, powered with diesel engines providing a service speed of fourteen knots, and with no passenger accommodation. Column "One" indicates the division of construction costs, on a percentage basis. Column "Two" indicates the difference between the estimated costs of construction in Canada and Great Britain, if, as and when suitable materials are available in the United Kingdom, on a percentage basis. Column "Three" indicates the overall percentage effect on the selling price.

| | Column One | Column Two Percentage | Column Three |
|---|---|---|---|
| Bought-in hull items, such as winches, windlass, steering gear, anchors and cables, derricks, blocks and rigging gear, sanitary and galley equipment, life-saving appliances, navigation instruments, windows and sidelights, telegraphs, refrigeration machinery, electrical fittings and fixtures and equipment, etc..... | 10 | + 4 | + 0.4 |
| Structural steel material ..... | 9 | + 5 | + 0.45 |
| Materials purchased in raw or semi-finished state, or necessarily purchased locally by virtue of supplier providing installation labour, viz., timber, floor coverings, pipe, lagging, upholstery, castings, piping, paint, etc. ..... | 3 | + 4 | + 0.12 |
| Bought-in propelling machinery, pumps, generators, controls, etc. ..... | 23 | +10 | + 2.30 |
| Machinery materials purchased in raw or semi-finished state, or necessarily purchased locally, viz., piping, lagging, propellers, etc... | 6 | + 4 | + 0.24 |
| Direct shipyard labour on steel, hull and machinery items ..... | 28 | +50 | +14.0 |
| Overhead and profit ..... | 21 | +10 | + 2.1 |
| Total ..... | 100 | 17.31 | 19.51 |

**Labour Represents 28 Per Cent of Building Costs**

Materials required for the construction of a ship represent half the total cost. The largest single factor, of course, are the wages for direct labour, representing about 28 per cent of the total. Canadian shipyard workers are paid about a hundred per cent more per man hour than their opposite numbers in the United Kingdom. In order that shipyards in this country may be operated on a competitive basis, mechanization and improved construction methods must assist Canadian labour to become fifty per cent more efficient than in British yards. Shipbuilders in this country appreciate this condition, and are making every effort to overcome the disparity.

Much thought has been given to the modernization of Canada's ocean-going tonnage. With a few exceptions, it consists almost entirely of war-time "Park" type vessels. Under the terms of sale, shipowners were allowed liberal depreciation values, in order that they might accumulate replacement reserves within a relatively short period of time. Funds are available, but the greatly increased costs of new construction and the uncertainty of securing adequate cargoes renders difficult the creation of a sound program. Orders, as a result, are somewhat obscure.

**Replacement of Lake Tonnage Paramount**

The replacement of lake tonnage is of considerable importance. Shipping is still a bottleneck in the movement of the western grain crop to seaboard ports. Many lakers, which would ordinarily be engaged in the transportation of wheat, are giving priority to coal and ore. The task of moving grain to the seaboard has, therefore, largely devolved on the railways. The Canadian lake fleet totalled 168 canal-sized freighters, of 300,000 gross tons, in 1939, but the number fell to 118 ships, of 227,000 gross tons, in 1947.

There is a large potential demand for a substantial shipbuilding industry in Canada, both for the construction of ocean-going vessels of a type required by shippers in this country, and for the rehabilitation of Canada's lake fleet.

---

# Canadian Exports to Great Britain Parallel Commodity Production

*Shipments, valued at $609,400,000 in first ten months of 1947, 27 per cent higher than in 1946—Despite disappointing harvest, wheat and flour exports higher—Substantial increase in imports of textiles from the United Kingdom.*

**By Sydney B. Smith, Chief, Business Statistics Branch, Dominion Bureau of Statistics.**

TRADE with Great Britain has dominated the development of Canada in recent years, the flow of exports from this country during the eleven years ended with the conclusion of hostilities having followed closely the fluctuations in commodity production. This similarity would indicate that the prosperity of Canada depended to a large extent on the sale of her products in the British market. The recession noted during the first part of the transition period is due mainly to the return to a more normal basis of trade, which takes into consideration civilian requirements only.

Despite a disappointing harvest in 1947, commodity production in Canada recovered sharply from the moderate level of the preceding year. Even on a volume basis, it would appear that the output was greater in 1947 than in any other corresponding peacetime period. With a sharp reduction in 1946, the export trade of Canada threatened to break away from the traditional similarity between its direction and production in this country. The relationship was ostensibly re-established last year, when the decline in the value of exports to the United Kingdom over a period of two years was halted. Shipments valued at $609,400,000 for the first ten months of 1947 were nearly 27 per cent higher than in the corresponding period of 1946.

**Value of Agricultural Exports High**

The value of agricultural products exported to Great Britain during the period under review was particularly high. Marked changes from year to year characterize the group of items, reflecting the variation in Canadian harvests. Shipments of wheat in the first ten months were

105,200,000 bushels, compared with 72,100,000 bushels in the corresponding period of 1946, while flour shipments exceeded 7,000,000 barrels, as against 6,240,000 barrels transported to the British market in the same period last year. The increase in the value of these two products was about 37 per cent.

Due to the shortage of supplies, consignments of meat and dairy products were lower in 1947. Bacon dropped to 190,000,000 pounds in the first ten months, while shipments of cheese were less than half those for the same period in 1946. Better results were evident in the exports of eggs and milk in different forms. The probable level of food products available for shipment was taken into account in drawing up the recent food agreements, the reduced output of coarse grains being an important consideration.

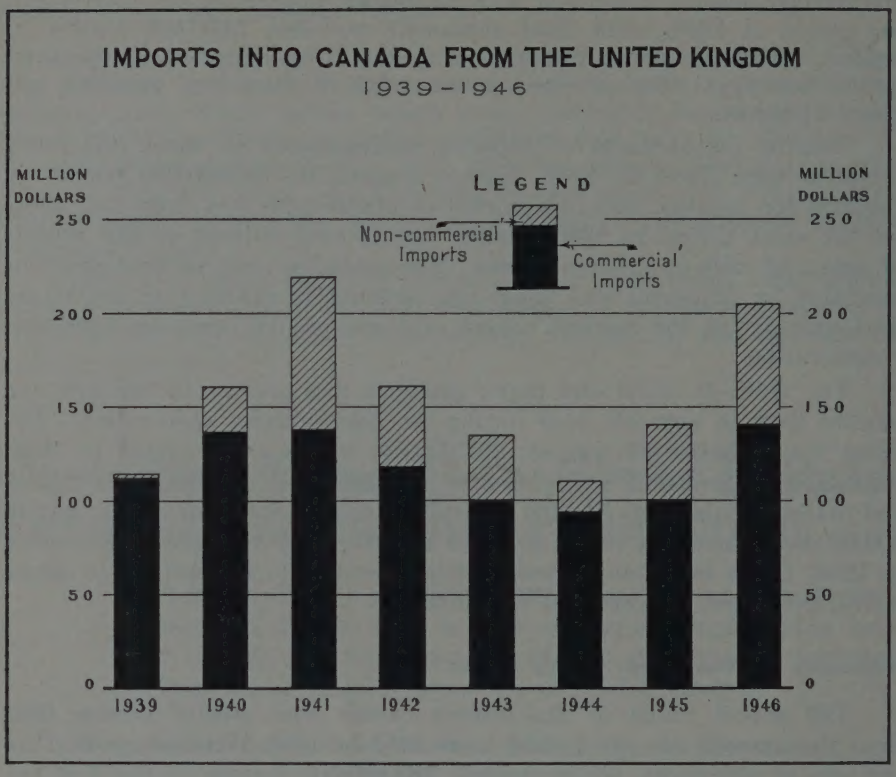
The trade in wood and paper products was greater in the first ten months than in any full year during the period under observation. The value was $110,000,000 against $67,000,000 in the same period of 1946. Canada is at present the chief source of lumber for rebuilding the homes and industrial plants of Britain. Exports of planks and boards were nearly 900,000,000 board feet in the first ten months, sixty per cent greater than in 1946. Other important items included wood-pulp, newsprint and paper board, pit props, veneers and plywood.

**Shipments of Non-ferrous Metals Larger**

The export value of non-ferrous metals was greater during 1947 than the average for the period from 1935 to 1946. Interest centred on the sale of aluminum, which reached 184,000,000 pounds in the first ten months. Nickel and zinc also scored in this connection, while advances were shown in the declared values of copper and lead, contrasting with a decline in volume.

The recently concluded agreement determines the character of the flow of food and other commodities to the British market, outlining the basic pattern of Canada's economy in the near future. Due to the lack

**Canadian Cheese for Britain.**




of equilibrium in Anglo-Canadian trade, a determined effort will be made to expand imports of British goods to this country during the present year.

In contrast with the export situation, merchandise imports in this category cover a wide range of goods of which no one item represents more than a small proportion of the total value. The dominance of finished and semi-finished goods is apparent from the accompanying table. Considerable variation has occurred in the value of imports in the last thirteen years, peaks having been reached in 1937, 1941 and in the last two years. A low point was reached in 1944, when Canadian exports were at the highest point of the period under review.

A striking feature of recent years was the marked acceleration in the shipment of British textiles to this country. Imports were valued at $73,000,000 in the first ten months, a greater amount than in any full year from 1935 to 1946. Fourteen of the fifteen items classified as textiles in the accompanying table showed increases in the first ten months over the same period of the preceding year. Reduction in the imports of textiles from other countries would favour further marked expansion in the Canadian market for British goods of this class.

Providing exporters are to succeed in materially increasing their sales to Canada, the range of their operation should not be limited to the type of consumer goods mentioned above. A large proportion of the principal classes of imports were received in larger volume in 1947 than in the preceding year, including manufactures of iron and steel, machinery, cutlery, and transport equipment, glass, pottery and chinaware.

## Canadian Exports to Britain, by Groups

| — | First Ten Months | | 1946 | 1944 | 1935 |
|---|---|---|---|---|---|
| | 1947 | 1946 | | | |
| | ($ millions) | | | | |
| Agricultural and Vegetable Products | 258·1 | 179·9 | 224·3 | 159·5 | 146·2 |
| Animals and Animal Products | 122·2 | 143·3 | 173·4 | 249·6 | 55·0 |
| Fibres, Textiles and Textile Products | 1·3 | 2·1 | 2·4 | 12·1 | 2·5 |
| Wood, Wood Products and Paper | 109·9 | 66·7 | 85·0 | 90·8 | 27·7 |
| Iron and Products | 18·9 | 15·1 | 17·1 | 297·4 | 11·3 |
| Non-Ferrous Metals and Products | 80·3 | 62·5 | 82·0 | 135·3 | 52·8 |
| Non-Metallic Minerals and Products | 5·8 | 3·5 | 4·5 | 4·8 | 2·1 |
| Chemicals and Allied Products | 7·0 | 3·1 | 4·0 | 24·1 | 3·0 |
| Miscellaneous Commodities | 5·9 | 4·0 | 4·9 | 261·6 | 3·0 |
| Total Exports | 609·4 | 480·3 | 597·5 | 1,235·0 | 303·5 |

## *Principal Canadian Exports to Britain

| — | Unit | Ten Months | | 1946 | 1944 | 1935 |
|---|---|---|---|---|---|---|
| | | 1947 | 1946 | | | |
| Wheat | million bu. | 105·2 | 72·1 | 90·3 | 80·7 | 123·9 |
| Bacon, hams, shoulders, sides | million lbs. | 190·1 | 240·6 | 286·0 | 692·3 | 124·3 |
| Wheat flour | million bbls. | 7·1 | 6·2 | 6·7 | 5·6 | 2·4 |
| Planks and boards | million bd. ft. | 897·4 | 555·5 | 704·8 | 839·6 | 709·3 |
| Eggs, dried | million lb. | 11·1 | 11·0 | 11·1 | 19·0 | ..... |
| Eggs, in the shell | million doz. | 44·7 | 28·9 | 38·4 | ..... | 1·0 |
| Beef and veal, fresh | million lb. | 20·2 | 90·8 | 123·8 | 98·1 | 3·8 |
| Aluminum bars, ingots, blooms | million lb. | 184·3 | 114·1 | 175·8 | 319·5 | 33·7 |
| Cheese | million lb. | 39·8 | 89·6 | 104·2 | 128·9 | 52·7 |
| Copper ingots, bars, billets | million lb. | 85·8 | 104·0 | 127·6 | 185·9 | 166·2 |
| Salmon, canned | million lb. | 17·7 | 38·4 | 44·5 | 51·2 | 18·8 |
| Wood-pulp | million lb. | 228·4 | 194·8 | 239·9 | 585·6 | 103·8 |
| Lead in pigs, refined lead | million lb. | 74·7 | 83·7 | 100·4 | 185·0 | 187·8 |
| Apples, fresh | million bbls. | 0·4 | 0·3 | 1·2 | 0·3 | 2·3 |
| Newsprint paper | million lb. | 110·9 | 145·2 | 165·8 | 83·8 | 230·6 |
| Zinc spelter | million lb. | 91·8 | 44·5 | 63·4 | 139·3 | 222·2 |
| Oats | million bu. | 5·8 | 3·5 | 6·3 | ..... | 10·9 |
| Tobacco, bright, flue-cured | million lb. | 18·8 | 6·6 | 8·3 | 7·5 | 4·3 |
| Nickel, in matte or speiss | million lb. | 34·3 | 17·4 | 19·9 | 37·5 | 34·8 |
| Oatmeal and rolled oats | million lb. | 48·0 | 72·0 | 83·5 | 29·8 | 43·7 |
| Billets, ingots, blooms, iron | thousand tons | 81·5 | 74·9 | 78·1 | 11·7 | 50·6 |
| Paper board, n.o.p. | million lb. | 52·7 | 50·4 | 65·8 | 70·9 | (n.a.) |
| Milk, evaporated | million lb. | 26·1 | 29·0 | 30·5 | 0·3 | 13·2 |
| Tomato paste, puree, canned | million lb. | 4·9 | 14·7 | 22·8 | ..... | 9·8 |
| Mutton and lamb, fresh | million lb. | 2·3 | 6·7 | 10·3 | 1·1 | (1) |

(1) Less than 50,000.
(n.a.)—Not available.
*Principal Canadian exports for which quantities are reported, arranged in order of 1946 values.

## Canadian Imports from Britain, by Groups

| — | First Ten Months | | 1946 | 1944 | 1935 |
|---|---|---|---|---|---|
| | 1947 | 1946 | | | |
| | ($ Millions) | | | | |
| Agricultural and Vegetable Products | 5·3 | 4·4 | 5·7 | 4·7 | 18·7 |
| Animals and Animal Products | 4·4 | 3·4 | 4·2 | 1·8 | 3·5 |
| Fibres, Textiles and Textile Products | 73·0 | 53·2 | 65·0 | 45·1 | 39·4 |
| Wood, Wood Products and Paper | 2·0 | 1·7 | 2·1 | 1·3 | 3·5 |
| Iron and Products | 22·1 | 11·9 | 15·4 | 7·1 | 20·4 |
| Non-Ferrous Metals and Products | 13·7 | 15·3 | 18·4 | 8·0 | 6·0 |
| Non-Metallic Minerals and Products | 13·5 | 12·0 | 14·3 | 10·5 | 12·7 |
| Chemicals and Allied Products | 5·3 | 4·8 | 5·7 | 8·4 | 6·3 |
| Miscellaneous Commodities | 11·9 | 68·2 | 70·6 | 23·6 | 6·1 |
| Total Imports | 151·3 | 174·9 | 201·4 | 110·6 | 116·7 |



2456—2

***Principal Canadian Imports from Britain**

| | First Ten Months | | 1946 | 1944 | 1935 |
|---|---|---|---|---|---|
| | 1947 | 1946 | | | |
| | ($ millions) | | | | |
| Wool, piece goods | 16·9 | 15·0 | 17·7 | 13·3 | 8·5 |
| Platinum | 6·4 | 6·1 | 8·0 | (1) | (1) |
| Pottery and chinaware | 7·1 | 5·5 | 6·6 | 4·3 | 2·6 |
| Artificial silk, yarn, thread, unmanufactured | 3·4 | 3·3 | 6·2 | 6·5 | 0·5 |
| Wool, raw and unmanufactured | 6·5 | 4·5 | 5·7 | 4·3 | 6·0 |
| Cotton yarn, thread | 5·0 | 4·7 | 5·5 | 5·0 | 2·3 |
| Wool yarns and warps | 4·6 | 4·6 | 5·4 | 3·7 | 2·4 |
| Whisky | 2·9 | 3·0 | 4·4 | 3·7 | 4·9 |
| Tin, in blocks, pigs.bars | 2·9 | 4·1 | 4·1 | 1·6 | 0·8 |
| Flax, hemp, jute, manufacture of, n.o.p. | 4·5 | 3·0 | 3·8 | 1·6 | 2·4 |
| Artificial silk, piece goods | 3·4 | 2·3 | 2·9 | 2·3 | 0·5 |
| Machinery and parts, n.o.p. | 4·7 | 1·8 | 2·4 | 0·9 | 1·6 |
| Flax, hemp, jute, piece goods | 2·7 | 1·8 | 2·3 | 0·8 | 1·6 |
| Diamonds, unset | 0·6 | 2·0 | 2·2 | 1·1 | 0·1 |
| Wool, carpets and rugs | 3·9 | 1·4 | 2·0 | (1) | 0·2 |
| Cotton, piece goods, fabrics | 3·0 | 1·4 | 1·9 | 2·2 | 6·1 |
| Wool clothing and wearing apparel | 3·7 | 1·4 | 1·9 | 0·5 | 1·2 |
| Yarn, cordage and fabric machinery | 2·1 | 1·4 | 1·8 | 0·4 | 0·5 |
| Glass, plate, sheet | 2·0 | 1·5 | 1·7 | 1·7 | 0·7 |
| Mixed textiles—cordage, rope, etc. | 1·8 | 1·5 | 1·7 | 1·3 | 1·1 |
| Engines, locomotives, boilers, parts, n.o.p. | 3·5 | 1·2 | 1·6 | 0·3 | 0·7 |
| Aluminum and manufacture of, n.o.p. | 0·6 | 1·2 | 1·6 | (1) | 1·4 |
| Leather, unmanufactured | 1·7 | 1·2 | 1·4 | 0·9 | 1·3 |
| Leather, manufacture of | 1·4 | 1·0 | 1·3 | 0·4 | 0·5 |
| Sewing machines and other household machinery | 1·5 | 0·9 | 1·2 | 0·1 | 0·3 |
| Cotton clothing and wearing apparel | 1·5 | 0·9 | 1·1 | 0·2 | 0·3 |
| Clothing and wearing apparel, n.o.p. | 2·2 | 0·8 | 1·0 | 0·2 | 1·0 |
| Castings and forgings | 0·9 | 0·9 | 1·0 | (1) | 0·5 |
| Cutlery | 1·1 | 0·7 | 1·0 | (1) | 0·6 |
| Total of above items | 102·5 | 79·2 | 99·5 | 57·1 | 50·4 |
| Total Imports | 151·3 | 174·9 | 201·4 | 110·6 | 116·7 |
| Total after deducting non-commercial items and returned Canadian goods | 146·6 | 112·1 | 137·4 | 94·0 | 115·4 |

(1) Less than $50,000.
*Arranged in order of 1946 values.

# Record Crop of Apples in Great Britain Halts Canadian Sales

*Shortage of dollars, which curtails imports, of temporary nature, but steadily increasing production in United Kingdom may involve adjustments in Canadian apple industry—Number of apple trees estimated at 14,800,000, and production in 1947 at 25,000,000 bushels.*

**By W. B. Gornall, Commercial Secretary (Agricultural Specialist)**

LONDON, December 2, 1947.—Apple production in the United Kingdom has developed slowly but steadily over a period of years, causing some concern to Canadian growers who have come to consider this market of considerable importance. Faced with a serious shortage of dollars and credit, which renders difficult the purchase of foreign fruit, Great Britain experienced a measure of good fortune this season with an apple crop of record proportions. This is sufficient to meet normal seasonal requirements without imports.

During the two world wars, Canada's market for apples in the United Kingdom was seriously curtailed. This restriction was accepted as inevitable, but the complete stoppage in effect during the present period of peace presents a challenge to which the Canadian apple industry must adjust itself. It is not expected that the "dollar crisis" will have any lasting effect on sales in this country. But, the increased production of apples in Great Britain provides a permanent problem that must be faced. It may involve a re-orientation of the export marketing policy of the Canadian apple industry.

The following statistics, supplied by the British Ministry of Agriculture, indicate the progressive upward trend in orchard development and why, under the favourable climatic conditions which prevailed during 1947, a large tonnage of apples was produced. This record production should not be considered simply as a freak occurrence occasioned only by weather conditions which have seldom occurred in the past. Exceptionally favourable weather conditions were, no doubt, partly responsible but production was materially assisted by the planting of fruit trees which are now coming into bearing, or have reached full maturity.

**Acreage under Apple Trees**

| | 1936 Acres | 1946 Acres | Increase |
|---|---|---|---|
| Dessert Varieties | 116,184 | 50,234 | |
| Culinary Varieties | | 83,820 | |
| TOTAL | 116,184 | 134,054 | 15.38% |

There has been an increase of 15·38 per cent in apple orchard acreage over the eleven year period from 1936 to 1946. Earlier statistics did not separate dessert from culinary varieties, thus it is not possible to show the respective increases. But both dessert and culinary undoubtedly show increases, with perhaps dessert in the lead.

The number of trees planted in commercial orchards by 1944 compared with 1936 shows an increase of 10·2 per cent, and by 1946 the increase was 11·06 per cent. Details in respect to varieties and age of trees are not yet available for 1946, but the data for 1944 is as follows:

**Number of Trees in Commercial Orchards**

| Variety | Under 9 years old | Over 9 years old | Total |
|---|---|---|---|
| *Dessert:* | | | |
| Cox Orange | 3,012,900 | 1,525,000 | 4,537,900 |
| Worcester Pearmain | 484,900 | 996,800 | 1,481,700 |
| Other Desserts | 778,900 | 1,874,300 | 2,653,200 |
| Total | 4,276,700 | 4,396,100 | 8,672,800 |
| *Culinary:* | | | |
| Bramley Seedling | 291,500 | 1,881,300 | 2,172,800 |
| Lord Derby | 31,600 | 365,900 | 397,500 |
| Victoria, Grenadier, Grosvenor | 61,100 | 581,200 | 642,300 |
| Others | 323,100 | 2,474,500 | 2,797,600 |
| Total | 707,300 | 5,302,900 | 6,010,200 |
| Grand Total | 4,984,000 | 9,699,000 | 14,683,000 |

An outstanding point shown by these statistics is that of the more recent plantings, 86·43 per cent were dessert types, of which almost 70·5 per cent were Cox Orange. In the culinary class, which were 13·57 per cent of the more recent plantings, 41 per cent were Bramley Seedlings. These percentages emphasize the importance placed by the growers on the

**Canadian apples in the United Kingdom, where a good market for the crop in this country prevailed before the present austerity program was introduced, amounting in some years to 5,000,000 bushels. Great Britain has not undertaken to purchase any Canadian apples of the 1947 crop, due in part to the record production last season in that country.**

*Great Western Railway Photo*

two varieties, Cox Orange and Bramley Seedling, which, together, comprise more than two-thirds of all trees under nine years old. Compared with the total number of trees as in 1944, Cox Orange and Bramley Seedling constituted 45·70 per cent.

The number of trees planted between 1944 and 1946 is reported at 116,000, of which a large proportion are undoubtedly Cox Orange with some Bramley Seedlings. Of the total number of trees in commercial orchards, 33·7 per cent were under nine years of age in 1944, and this indicates that maximum production has not yet been reached.

With regard to individual varieties, Cox Orange takes the lead with 30·90 per cent; Bramley Seedling, 14·8; Worcester Pearmain 10; Lord Derby, 2·7; and the balance, a large number of varieties, 41·60 per cent. No details are available in respect to plantings by varieties since 1944, but the Ministry of Agriculture had previously advised nurseries to pay particular attention to the production of Cox Orange, Worcester Pearmain, Laxtons Superb and Millers Seedling in the dessert class, and Bramley Seedling, Grenadier and Edward VII in the culinary class. It is understood that nurseries followed the Government's advice, and it is reported that all stock suitable for planting has been sold.

The United Kingdom is particularly noted for considerable variation in production of apples from year to year, largely owing to climatic conditions and the siting of the older orchards. Over a period of years, however, seasonal ups and downs are more or less flattened out and period averages since 1924 show a progressive increase. This, coupled with the fact that approximately one-third of commercial plantings as in 1944 were under nine years of age, indicates that the upward trend in production will continue.

Official estimates of commercial production over specified periods of years are as follows:

**Estimated Commercial Production**

| Period | Average Production Long Tons | Bushels |
|---|---|---|
| 1924-1928 | 189,200 | 10,595,000 |
| 1929-1933 | 174,550 | 9,774,800 |
| 1934-1938 | 198,650 | 11,124,400 |
| 1937-1939 | 236,100 | 13,221,600 |
| 1941-1944 | 268,000 | 15,008,000 |
| 1947 | | 25,000,000 |

The record crop of 1947 was produced under exceptionally favourable conditions, and, judging from past weather records, it cannot be expected that the immediate future years will be of like character. While more trees will commence to bear or come into full bearing, lower yields than in 1947 may be anticipated, but over the next few years the general trend will undoubtedly rise.

In the marketing of the apple crop, gas storage has played and will continue to play a conspicuous part until a balance has been reached in respect to quantity and market price. Up to the outbreak of war in 1939, the gas storage capacity was estimated at about two million bushels. Since the war, capacity has ben increased by one million bushels, and licences for an additional three-quarters of a million bushels have been issued or are pending.

**Storage Problems to be Faced**

Gas storage plants require considerable capital outlay and are economical in use provided the variety of apple is suited to such storage, and prices realized cover the rather high costs. Only a few varieties are commercially adaptable to gas storage, and in this regard the Bramley Seedling is outstanding, as it itself generates or produces the required atmosphere (proportion of carbonic acid gas to oxygen) within the sealed storage chamber. With other varieties, such as Cox Orange, special apparatus must be provided to build up the required chamber atmosphere, and at present it is doubtful if this important variety can be stored as successfully as the Bramley Seedling.

In the case of other varieties, common cold storage must be depended upon to lengthen market life. While cold storage can be of great assistance, it is still a fact that very largely such fruit must be marketed by the end of the year. There is a tendency to increase central packing, but difficulty in securing building materials and non-returnable packages are important limiting factors at the present time. Considerable attention, however, is being given officially to marketing practices, and developments are likely to occur in the near future.

**Canadian Apple Exporters Must Find New Markets**

To summarize the present position it may reasonably be expected that the commercial production of apples in the United Kingdom will increase and the demand for imports decline, particularly in respect to culinary varieties over the whole season and dessert varieties over the first half of the season. This tendency will undoubtedly have repercussions on the Canadian apple industry, and the Canadian grower, hitherto largely dependent on the British market, must study ways and means of adjusting his orchard and marketing practices to meet this situation.

---

**Trinidad Enjoys Trade in Bamboo Strips**

Port of Spain, December 15, 1947.—(FTS)—Further evidence of the efforts being made to diversify industry in Trinidad is indicated by the small but profitable trade in bamboo strips. The poles are cut into 18 to 30-inch lengths, split, treated with fungicidal and insecticidal preparations and artificially dried. These splits are at present shipped to the United States for the manufacture of bamboo garden rakes. Plans are underway for securing the necessary machinery whereby the manufacturing process can be completed locally.

# Britain Plans Provision of More Textiles for Export This Year

*Some 150,000,000 yards of cotton expected by Canada—Requirements of yarn during 1948 should be filled—Shortage of labour presents problem in two textile industries—Ration for British consumer at lowest wartime level—Increased output of cotton planned.*

**By Import Division, Foreign Trade Service**

GREAT BRITAIN is expected to make some 150,000,000 yards of cotton textiles available for sale in Canada during 1948. Some limitations may be imposed on domestic consumption in the United Kingdom of particular types of textile manufactures, where this would release for export goods required by Canada and other hard-currency countries. Poplin fabrics, for example, have recently been removed from the utility list. The British consumer will thus be deprived of poplin shirts, but there will be an increase in the amount of poplin shirting available for shipment to Canada and the United States.

The outlook for wool textiles is rapidly improving in this country. The particularly powerful influence on civilian requirements is exerted by the cut in the clothing ration, with a corresponding increase in the supplies made available for export. The production of tops has made greater recovery than any other section of the industry, and exports are higher than before the war. Spinning is the main bottleneck. Yarn, especially worsted yarn, is the principal shortage, due to the dependence of worsted spinning on women workers, a relatively large number of whom found employment in other industries during the war. Exports of yarn have been lower than the prewar level, but Canada has been obtaining a larger proportion of the total, and it is expected that Canadian requirements during the current calendar year will be filled.

**Larger Exports of Worsteds Planned**

Allocations of yarns to weavers are now sufficient to meet export orders for cloth, apart from the continuing shortage in such items, and specially fine worsteds. The government hopes that exports will be increased by the end of this year by 180 per cent by volume of those in 1938 or 150 per cent of those in 1937. This is an ambitious target, since Great Britain had over forty per cent of the world trade in these goods before the war. The industry is optimistic, however, based on the orders presently in hand, that its target will be in sight by the middle of the year, if not reached.

The supply position is much easier for rayon goods. The output is well ahead of that before the war, and is continuing to rise with new production capacity now under construction.

Special supply problems exist, particularly with respect to plain woven grey cloths, and it is not expected that Canada's requirements of these materials will be filled during the first six months of the current calendar year. This condition may be attributed to the low money value of such production, as compared with the larger profit to be made from high quality lines. Manufacturers have found it difficult to increase their output. It is probable that other difficulties will develop as a result of

**Shipping room of a Lancashire cotton firm, which exports goods to all parts of the world.**

the price relationship between those materials in demand at present costs with the Canadian cutting trades and the high price levels prevailing in certain soft-currency markets. Price will likely have its effect on the demand as and when the cost increases reach the retail counter.

The United Kingdom should be able to provide filament yarns, which are important to Canadian industry, at a rate equivalent to 6,000,000 pounds per annum by the middle of this year, with an increase of thirty per cent by the end of 1948. The prospects for the supply of rayon linings and pocketings are good.

**Shortage of Labour Presents Problem**

Great Britain is trying to expand textile exports to Canada, but is faced with the problem of labour supply. Only four workers are employed in the two main textile industries, compared with five before the war. The cotton industry is particularly short of labour. When a large number of munitions plants were established in Lancashire during the war, the production of cottons was reduced by over one-third, and the industry has had to compete for labour with factories converted to peacetime activities. It is also faced with a prewar condition of low wages and relatively high unemployment.

There has been some improvement in the rate of recruitment recently, and agreements have been reached to extend the hours of work, both in cotton and woollen mills, while a number of workers from displaced persons camps have volunteered for employment in the textile factories, mainly in London and Yorkshire.

Until this shortage of labour is overcome, the only way in which the United Kingdom can maintain her textile exports is by limiting home consumption. This is effected partly through a system of yarn allocations for different uses, and partly by rationing clothing. Although the current output of cotton yarn is barely sufficient to meet the prewar requirements of the domestic market, Great Britain is exporting about half the volume

of her cotton manufactures in 1938. Exports of woollen worsted yarns and manufactures have recovered to the prewar figure, while those of rayon and apparel have already exceeded the prewar volume.

The consumer in Britain is only allowed, with four coupons per month, a ration equal to the lowest wartime level, which is approximately half that before the outbreak of hostilities, apart from supplementary items for children, industrial workers, etc.

**Increased Output of Cotton Textiles Expected**

The current output of cotton manufactures is about 1,700 million yards per annum, of which approximately one-third is exported. It is hoped that production will be increased by some fifteen per cent during the current year, as a result of the expansion of the labour force and the extension of working hours. There will be some further diversion from the home market to other countries, since yarn allocations were higher during the early part of 1947 than was necessary to meet the present coupon ration. It is estimated, therefore, that exports will be increased to 800,000,000 yards per annum, compared with 500,000,000 yards at present. This would leave the domestic consumer with no more than 500,000,000 yards for clothing, household textiles and other furnishing fabrics.

The British Government is also trying to direct cotton exports into hard-currency markets to an ever-increasing extent, which particularly affects Canada. Applications for yarn from weavers have recently been turned back on the grounds that they showed too small a proportion being used for cloth against orders from hard-currency countries. This constitutes direct pressure on manufacturers to increase their business with these countries. It is hoped much of this additional business will be with Canada, especially as Argentina is not presently issuing import permits for British cotton textiles.

The Import Division of the Foreign Trade Service is anxious to learn the extent to which the trade in Canada is having difficulty in arranging for British textile supplies. By close collaboration with the Emergency Control Division of the Department of Finance, it is in a position to assist in supplementing the individual quotas of purchasers from the United States with supplies from Great Britain. Adjustments in the flow of imports cannot be effected in short order. The influence on demand, arising from longer deliveries and higher prices, is an important factor now being considered.

The Foreign Trade Service in London is closely associated with the British Board of Trade and industry in an effort to re-establish the traditional British interest in the Canadian market, as a long-term corrective to the present foreign exchange situation.

---

**South African Ostrich Feathers Again in Fashion**

During the past few years the demand for feathers and other ostrich products has been steady, and this branch of farming has expanded in South Africa. Recent reports indicate the interest in feathers is reviving, their popularity in the world's fashions having increased since the end of the war, and South African sales received a moderate stimulus after the royal visit. Flocks of birds in the Oudtshoorn district have been built up again in the last three or four years, but the industry has not reached any great size as yet. Exports have revived of late, and there seem to be prospects of increased markets in the near future—(*Barclays Bank Review.*)

# Britain Can Lighten Capital Expenditures Involving Provision of Materials

*Original reduction for 1948, estimated at £200,000,000, can be lowered without making any greater allocation of materials than had been planned—Capital equipment deteriorated by £300,000,000 during war through lack of maintenance.*

**By A. E. Bryan, Commercial Counsellor for Canada**

LONDON, December 4, 1947.—Reductions aggregating £200,000,000 in capital expenditures during 1948, as outlined by the British Government in its efforts to secure a more even balance between imports and exports, can be lightened to the extent of £20,000.000 without making any greater allocation of materials than had been planned. This pertains particularly to housing. The government has recently outlined its plans for bringing the volume of new investment undertaken into proper relation with the reduced supplies of materials, industrial capacity and manpower that the country can afford to make available for this purpose, indicating that the savings thus effected can be reduced to £180,000,000 next year.

Prior to the war, the United Kingdom was increasing its capital equipment to the extent of about £300,000,000 a year, at prewar prices. This provision ceased during the war, and capital equipment deteriorated by £300,000,000 a year through lack of maintenance, apart from the heavy loss sustained by buildings and shipping through enemy action.

Since the conclusion of hostilities, it has been possible to achieve a net investment in home industry, houses and public utilities estimated at between £1,300 millions and £1,400 millions. Gross capital investment in 1946, including both maintenance and new construction, amounted to £1,300 millions.

**More Coal, Steel and Manpower Needed**

In present circumstances, with the dollar credits almost exhausted, it is necessary to provide more coal, steel and manpower for the manufacture of exports. These resources can only be obtained by the postponement of investment projects.

The plan made before the crisis contemplated an expenditure of some £1,600 millions in 1948, of which about one-half would have represented repair and maintenance. It is this figure which the government proposes to reduce to £1,420 millions. The reduction is to be brought into operation progressively, with the result that the rate of investment will be higher at the beginning of 1948 and lower at the end. By the end of the year it is estimated the figure will be running at about £1.320 millions. The broad division of he program to be carried out with comparative figures is as follows:

| | Mid-1947: estimated annual rate at that date | Calendar year 1948: original forecast (£ millions) | End 1948: estimated annual rate at that date |
|---|---|---|---|
| Construction | 850 | 825 | 700 |
| Plant, machinery, and vehicles | 610 | 680 | 525 |
| Shipbuilding and miscellaneous | 90 | 95 | 95 |
| Total | 1,550 | 1,600 | 1,320 |



2456—3

**Plan to Finish 350,000 Houses in 1948**

The main aim of the building and civil engineering construction program is to finish next year as many as possible of the 350,000 houses now under contract and to adjust this number of houses to a level commensurate with the prospective supplies of materials. Timber imports next year are estimated to be sufficient for the complete building of 140,000 houses. But, as many now under construction already contain specific amounts of timber, the numbers actually completed in 1948 should be well in excess of 140,000.

Available resources of steel for industrial building will be concentrated on completing those projects already under construction and likely to contribute most to the export drive.

Unlike investment in buildings, investment in plant and machinery is, with few exceptions, free of direct controls. This makes any process of adjustment less direct. Such investment falls into three main groups:

(*a*) Investment by public authorities and other industries closely influenced by government action and controllable by policy directions.

(*b*) Investment by industries directly owned by the state.

(*c*) Investment by private industry where decisions are made entirely by private individuals.

For the third group, detailed control is not practicable. While the export quotas set for machinery will automaticaly limit private investment, this may not be fully effective in restraining the volume of investment. Nevertheless, for the moment the government does not propose to reintroduce licensing and will rely "on the good sense of private industry following a policy lead".

---

# German Coal Output and Stocks Increased in Recent Months

***Restricted facilities for transportation result in accumulation of stocks at pit-head—Heavy increase in November production will bring colliery stocks to approximately 2,000,000 tons—Every effort being made to expedite movement.***

**By D. W. Jackson, Canadian Economic Representative**

MINDEN, November 21, 1947.—Coincident with restrictions placed upon barge traffic by exceptionally low water levels and with the priority demands of the potato and sugar-beet harvest upon rail transport, the rise in coal production in the Ruhr and Aachen areas during the past few months has naturally resulted in some increase of coal stocks at the mines. The present stocks are approximately 1,750,000 tons, a figure which does not approach the stocking capacity, estimated at over 7,000,000 tons.

Some explanation of the position may be found in the following figures. In August, the average daily output was about 235,000 tons, of which 30,000 tons weekly were put into stocks. During the month of September the average daily rate of production rose to about 240,000 tons, but there was a considerable improvement in the rail transport position, and the total quantity of coal put into stock over the whole month amounted to only 11,000 tons.

**Increase Greatest in November**

In October, daily output rose steadily to nearly 260,000 tons by the end of the month, while demands for rail facilities for the movement of the harvest increased. The result was that stocks at the pit-head increased during the month by 216,000 tons, or a weekly average of about 54,000 tons. During the first two weeks of November the daily output further increased to nearly 280,000 tons and, since there was no corresponding improvement in rail facilities and no improvement in the levels of the inland waterways, colliery stocks are increasing at a higher rate than in October. During the first fortnight of November the increase amounted to 225,000 tons, an average of about 112,000 tons per week, and it is not improbable that the weekly rate may increase still further during the last two weeks of the month to an average of some 125,000 tons per week.

To sum up, the total increase in colliery stocks during the three months August to October was approaching 400,000 tons, and during the month of November there may be a further increase of half a million tons, bringing the total accumulated stocks to about 2,000,000 tons. Nevertheless this amount would still be far below the total stocking capacity.

In December the rail transport position should improve with the return of railway wagons to coal transport from the harvest traffic, and it is expected that there will be some seasonal improvement in the water levels, which could enable coal-barge traffic to move more freely. In the meantime every effort is being made to maximize the movement of coal by road to works with private railway connections to collieries.

Although it is undesirable to hold large stocks at collieries, the present rates of stocking are within the capacity of the mines and, later on, when the traffic position will have improved, the accumulated stocks will be available for distribution.

---

# Port Congestion in Valparaiso in Caused by Exchange Shortage

***Number of import permits issued is out of proportion to currency available—Value of merchandise in customs warehouses estimated at $20,000,000—Import restrictions expected to relieve situation—Cargo awaiting shipment being stored in Santiago.***

**By E. H. Maguire, Assistant Commercial Secretary, Canadian Embassy**

(Editor's Note—This report is one of a series obtained from Canadian Trade Commissioners in Latin-America on conditions in the principal ports, where congestion has given some concern to shippers and steamship companies. The first appeared in the December 13th issue of *Foreign Trade*.)

SANTIAGO, November 27, 1947.—The accumulation of goods in the customs house in Valparaiso may be due to the fact that the number of import permits that have been issued is out of proportion to the amount of foreign exchange available. Foreign suppliers are shipping against draft, and usually goods remain in the customs house for as long as ninety days, in some cases longer, before the importer obtains the necessary exchange to cover his permit and thus clear the goods.

The port of Valparaiso is a small one. There are only three berths alongside the mole for discharging ocean-going tonnage, and these can



2456—3½

handle during ordinary working hours some 1,500 tons of merchandise per day by working direct to the mole and at the same time utilizing lighters on the off-side. The quantity handled can be increased to about 2,400 tons by working overtime. It is estimated that imports through Valparaiso have increased by only about 25 per cent over the prewar volume, so that, if merchandise were withdrawn from the customs in a normal way, there would be little extra strain on the capacity of the port, and the present congestion would not have occurred.

Floorspace in the customs house sheds and immediate vicinity is piled high with merchandise, leaving only sufficient space for trucks and other vehicles to manoeuvre within the area, and goods have overflowed into open areas adjacent to the normal unloading berths. There is still some room in these latter places, and the port officials responsible for the handling of cargo have shown much ingenuity in finding space in which to store goods. As a result of their efforts, vessels have not been greatly delayed.

The authorities are aware of the dangers of overcrowding, and measures have been, and are being, taken to alleviate the situation. Ships bringing large quantities of wood-pulp and newsprint are diverted to the jetty reserved for coastal vessels in order to relieve the situation in the other three berths, and practically all ships bringing raw sugar for the sugar refineries now discharge overside into lighters. Wheat consignments from Argentina and nitrate from the north, which would ordinarily be discharged in Valparaiso, are now diverted to the port of San Antonio. As another measure to reduce congestion, arrangements are being made with a Santiago firm to warehouse large quantities of undespatched cargo in Santiago, which means that a branch of the customs house will be opened in this city. These measures have helped to some extent in relieving the pressure on the port facilities, but there is still danger of the existing congestion becoming more acute.

**Import Restrictions to Help Relieve Congestion**

However, if cargo continues to flow into the customs house at a much higher rate than that at which it is withdrawn, it is inevitable that, with no storage space available, ships would be subject to the crippling delays which have been experienced at some other ports in South America. The Government is relying on its restricted import program to avoid this, but the effect of the new measures will not be felt for several months. In the opinion of some shipping agents, the results accruing from this program may be somewhat negative.

It is difficult to appraise the value of the merchandise in the Valparaiso customs house, but it is conservatively estimated at U.S.$20,000,000. The Chilean customs is reported to be engaged in preparing an estimate at the request of the Minister of Finance.

---

**Belgium Plans Chemical Trade Fair**

An International Exhibition of Chemistry, Pure and Applied, is taking place in Charleroi, Belgium, between September 4 and September 20, 1948. In conjunction with this exhibition, the twenty-first International Congress of Industrial Chemistry, which is organized by the Société de Chimie Industrielle of Paris, will take place.

Charleroi has been chosen as the site of the forthcoming exposition, as it is the centre of Belgium's chemical industry.

Application forms and brochures respecting this exhibition will be forwarded to chemical and pharmaceutical firms by the secretary, 3, rue de la Fenderie, Charleroi, Belgium.

# South Africa is Principal Purchaser of Women's Dresses From Canada

*In 1946 the Union took 30 per cent of total Canadian exports of dresses—Value of purchases in 1947 estimated at $1,413,223—Abnormal buying in 1946 has necessitated liquidation of stocks—Resumption of purchasing expected in 1948—Canada's share of market increasing.*

**By D. S. Armstrong, Assistant Commercial Secretary**

JOHANNESBURG, November 20, 1947.—Over a period of approximately twelve years, the value of Canadian exports to the Union of South Africa of women's dresses has grown from a negligible figure to over $3,000,000. In 1946 dresses ranked sixth in value in the list of all commodities exported to South Africa from Canada, and the Union was, by a wide margin, the Dominion's leading purchaser of this item, taking 30 per cent of all dresses exported and almost 80 per cent of artificial silk manufactures of Canadian origin.

Comparative figures of South Africa's purchases of dresses from Canada and the United States, the two principal suppliers to this market, in 1946 and the first seven months of 1947 are shown in the following table:

**Exports of Dresses to South Africa**

| | 1946 | Jan.-July 1947 |
|---|---|---|
| Canada— | | |
| Rayon | $2,940,736 | $ 634,593 |
| Wool | 76,273 | 30,967 |
| Cotton | 243,782 | 158,820 |
| Total | $3,260,801 | $ 824,380 |
| United States— | | |
| Rayon | $7,378,669 | $1,093,111 |
| Wool | 169,352 | 53,714 |
| Cotton | 42,510 | 87,555 |
| Total | $7,590,531 | $1,234,380 |

Estimates of values of total exports of women's dresses to South Africa for the calendar year 1947 from Canada and the United States are $1,413,223 and $2,116,080 respectively.

**Imports in 1946 Abnormal**

Statistics for 1946 are not a satisfactory basis for an estimate of the future possibilities of Canadian sales of this commodity in the South African market. The year 1946 was unusual in that more merchandise was imported into South Africa than ever before; it is unlikely that such quantities will be purchased for many years to come. For several years, South African merchants had been operating with the barest minimum of stocks, and most firms had ready cash to take care of extensive purchases when dresses came into free supply. Not only were orders placed with almost reckless abandon, but there was a great deal of what might be termed "speculative" buying. South African businessmen went abroad on buying trips, and many invested heavily in commodities, such as dresses, which were quite outside their normal lines or in excess of their requirements.

**Stocks Being Liquidated**

Many South African importers operate through overseas buying houses in New York and Montreal, and the South African merchants frequently gave their buying houses carte blanche instructions to buy all the dresses available. As a result, some firms soon became swamped with merchandise. During the past six months every importer has had to mark down at least a portion of his stock of dresses, and some have had to promote sales on a large scale to turn their merchandise into cash at greatly reduced prices. In these circumstances there has been only limited buying and importing from abroad.

The consensus of opinion among merchants is that current inventories will be moved by the end of the year, and buying will begin at a more moderate rate in 1948. This conclusion is based on the fact that styles change from season to season, and the current radical changes in fashion make it necessary that present stocks be sold.

**Domestic Industry Currently Depressed**

Not only have purchases from abroad been reduced during 1947 but the local dress manufacturing industry, which may in future years offer strong competition to Canadian enterprise, has been depressed. Before the war a handful of local firms struggled against overseas competition, dumping and other adverse factors, and managed to survive. During the war, overseas competition was minimized, and the number of manufacturers in the Union more than doubled. During the last few months a number of these uneconomic firms have suffered all the various results of a falling market and increased competition. Employment has been particularly hard hit, and reliable estimates place the number of unemployed in the industry at 3,000. There has been much agitation among clothing manufacturers generally for increased protection by way of higher customs duties. However, this appeal has not met with the support of the press, the public or the authorities. However, should there be any indication of the resumption of dumping practices, the South African Government may take a more favourable view of the industry's representations. At present the productive capacity of the industry is insufficient to meet the requirements of the domestic market, and the number of competitive manufacturers is limited.

**Canada's Share of the Market Increased**

Competition for the South African market for women's dresses is almost entirely from the United States. There are only negligible imports from South America, Switzerland, France, Italy and the United Kingdom. Of the imports of artificial silk, wool and cotton dresses from Canada and the United States, Canada's share in 1946 was 30 per cent, increasing to 40 per cent in the first seven months of 1947. This may be regarded as an indication of the ability of Canadian manufacturers to supply merchandise that meets the requirements of the South African importer.

**Two Approved Trading Methods Used**

There are two methods by which Canadian manufacturers can export to South Africa. The first is through an accredited sales representative selling to a selected clientele on a commission basis (usually 10 per cent of the f.o.b. value). If this method is adopted, the manufacturer must agree to sell only through his agent, and the agent in turn will endeavour to build up the widest possible distribution throughout the country. The

second method is to sell to visiting buyers, resident buying agents in New York or Montreal and export houses dealing usually in a wide variety of products.

Both methods produce results, but it must be stressed that Canadian manufacturers cannot employ the two at the same time. Whereas selling through an agent is an exclusive method of merchandising, selling to visiting or resident buyers can result in indiscriminate selling. When both methods are employed, the obvious result is that two or more sales organizations cover the market in the same season. As most South African importers naturally desire that the dress lines they carry be to a certain extent exclusive, they keep a close check on visiting salesmen and the merchandise they offer.

Canadian exporters should endeavour to supply best quality dresses at the best possible prices. In addition, they should give serious consideration to their merchandising methods. Attention to these details will service to ensure that the current demand for Canadian dresses will continue to be maintained.

## Additional Copies of Special Issue

**Additional copies of the November 22, 1947, issue of *Foreign Trade*, which contains the following features, are obtainable from the King's Printer, Government Printing Bureau, Ottawa, for ten cents each:**

**(a) Import Restrictions Imposed by Canada to Correct Foreign Exchange Position Here. This includes a detailed list of "prohibited goods" and "goods subject to quota", together with a summary of the various regulations.**

**(b) Thirty-six-page summary of the multilateral trade agreement, concluded last month in Geneva, Switzerland, and the tariff negotiations between Canada and seventeen other countries.**

### "Tulipfestival" Taking Place in The Hague

The Hague, December 1, 1947.—(FTS)—The Ministry of Agriculture of the Netherlands has announced that a Tulipfestival will be held at The Hague on May 18-21 in connection with the jubilee celebrations of Her Majesty the Queen of the Netherlands and the septicentenary of that city.

Although the word "Tulipfestival" suggests an exhibition of flowering bulbs, it should be noted that a large portion of the display will be given over to rhododendrons, azaleas, young conifers and other ornamental trees.

Canadians are well aware of the high quality of bulbs and flowers from the Netherlands. Immediately after the war, the people of Holland sent thousands of bulbs to Canada in commemoration of the joint efforts of their peoples in the liberation of Holland. Canada imported over one million dollars worth of tulips, gladiolas, rhododendrons, azaleas and roses, from the Netherlands in 1946, and over half a million dollars worth during the first nine months of 1947.

# Mexico Requires More Alarm Clocks as Industrial Program is Extended

*Time element introduced into Mexicans' lives with flow of population to cities—Backlog of 750,000 clocks estimated—Usual suppliers slow in deliveries, and Canadian manufacturers have opportunity of entering market.*

**By C. B. Smith, Office of the Commercial Counsellor for Canada**

MEXICO CITY, December 7, 1947.—The demand for alarm clocks which for the past six years has been about 60 per cent unsatisfied, is increasing rapidly in Mexico to a level of about 350,000 clocks a year. During 1947, a greater volume of imports has not been able to make much impression on a backlog of orders that was estimated at 750,000 clocks in the spring.

No alarm clocks are produced in Mexico, although one company, located in the Federal District, is importing parts for assembly. The assembly rate in this factory stands at about 32,000 clocks annually, and it will increase gradually as parts become more easily available.

There is ample evidence that consumption during the past eight years has been limited by available supplies. The government's program for industrialization is introducing the time element into the lives of large populations which have moved from the agricultural areas into the cities. This population movement has created a demand for inexpensive alarm clocks, which have been bought in numbers between 80,000 and 90,000 since 1941, although the annual demand is rising from 200,000 a year towards an anticipated level of 350,000 a year.

Before the war, about 15 per cent of Mexican imports were from Germany and Japan. Currently, some 16 per cent of the market is supplied from Switzerland. However, government import statistics do not classify alarm clocks separately, and imports are listed by weight, not by units. Most alarm clocks fall into the category of "table or wall clocks of all kinds, weighing less than 400 grams per unit", and imports under this classification have been as follows in recent years:

**Mexican Imports of Table or Wall Clocks**

| Country of origin | 1938 | | 1942 | | 1945 | |
|---|---|---|---|---|---|---|
| | Kilograms | Value | Kilograms | Value | Kilograms | Value |
| United States | 1,292 | 10,712 | 15,355 | 91,561 | 19,993 | 156,263 |
| Germany | 11,690 | 73,391 | .... | .... | .... | .... |
| Switzerland | 450 | 6,379 | 207 | 4,475 | 10,024 | 180,689 |
| All others | 803 | 5,446 | 14 | 225 | 507 | 7,140 |
| Totals | 14,235 | 97,928 | 15,576 | 96,261 | 30,524 | 344,092 |

Calculation on the basis of normal demand and accumulated backlog of orders indicates that more than 900,000 alarm clocks will be supplied to the Mexican market before the end of 1948, and that the demand then will level off at about 350,000 units annually.

Under present conditions of supply in the United States, Mexican importers have been looking elsewhere for stocks, principally in Sweden, Switzerland and the United Kingdom, where, however, supply conditions appear to be equally unfavourable.

Canadian manufacturers who may wish to enter this market should do so without loss of time. They should give preference to clocks of definitely modernistic design, in which coloured plastic, glass and chromium are used, since these types are described by the trade as being preferred over all others.

# Gateway to Multilateral Trade Created by Canada This Year

*Exhibitors from twenty-five countries and buyers from fifty-two expected to discuss common problems informally at Canadian International Trade Fair next June—Considerable interest aroused in many lands in possibilities of this mart, the first to be organized in North America.*

EXHIBITORS from twenty-five countries and buyers from fifty-two have indicated a desire to co-operate more extensively during the current year in establishing closer commercial relations through their attendance at the Canadian International Trade Fair. It will be held in Toronto next June, and is a major contribution of this country to the restoration of multilateral trade. So much interest has been displayed in this trade fair, which is the first to be held in North America, that it has been necessary to provide additional accommodation for between 1,200 and 1,500 exhibits. These will be housed in the Coliseum, the Automotive Building and the Electrical Building, located in the famed Canadian National Exhibition Park, and illustrated overleaf.

Canada will provide the largest number of exhibits, with those from the United States and Great Britain being next in order. Although it is not possible to estimate with any degree of accuracy the number of buyers attending the fair, it is expected that there will be at least 10,000 from countries other than Canada and the United States. Arrangements have been made for the distribution of 35,000 Canadian International Trade Fair catalogues to all exhibitors and buyers.

Transportation facilities should prove fully adequate for those in Great Britain and the continent who plan to visit Toronto next summer, though it was believed during the early organization stages that difficulties

**Toronto—Sketch of reception centre designed for the Canadian International Trade Fair, to be held from May 31 to June 12, 1948, in the Canadian National Exhibition Park.**

**Toronto—Sketch of the club room designed for the Canadian International Trade Fair, in which a fashion show will be held daily.**

would be experienced. A transportation committee was formed to consider this problem, and to assist all those who might be encouraged to participate in the trade fair. Through the co-operation of hotels and hotel associations, it has been possible to ensure the provision of satisfactory accommodation for visitors during their stay in the Queen City. Reception centres will be established in the Union Station and at the fair itself, manned by a staff of interpreters, to welcome exhibitors and buyers, and to direct them to hotels or other lodgings reserved.

**Trade Fair Unaffected by Import Controls**

Recent announcements of import controls, particularly as these related to foreign manufactures, caused some concern. Although it was expected there would be a number of cancellations from exhibitors, very few have been received to date. It is maintained that, as the restrictions are of temporary nature, a long range view should be adopted, and every effort made to display goods that can be made available now and in the future to prospective buyers from many lands.

All booths at the trade fair are of standard dimensions, though exhibitors will be allowed considerable latitude in arranging their displays and lighting. Extravagant exhibits have been discouraged, as it was felt that a clearer conception of industrial achievement could be provided if all products were exhibited on an equal basis. One of the interesting features will be the fashion show, which will be presented daily by more than sixty clothing and fur manufacturers and designers. Fashion experts predict that many of the styles to be displayed will give some indication of those prevailing in 1948-49.

It is expected that textile products, clothing and accessories will comprise the largest number of exhibits in any one classification. The whole range of men's, women's and children's wear will be covered, and displays of unshrinkable knitted wear, furs, costumes, dresses, swimsuits, lingerie, linens, tufted and many other materials will be on view.

One of the most spectacular exhibits will be that of jewellery. Some fifty clock and watchmakers will demonstrate in a space of 40,000 square feet the various phases of manufacture, as contained in a regular factory. Jewellery and precious stones from all over the world will be on display.

# Canadian Exports, by Commodities

| Main Groups | November | | | January–November | | |
|---|---|---|---|---|---|---|
| | 1938 | 1946 | 1947 | 1938 | 1946 | 1947 |
| | (Millions of Dollars) | | | | | |
| Agricultural, Vegetable Products | 25·9 | 68·8 | 67·0 | 172·8 | 521·5 | 617·7 |
| Animals and Animal Products | 12·2 | 26·4 | 29·3 | 107·6 | 327·9 | 294·4 |
| Fibres, Textiles and Products | 1·0 | 3·9 | 3·9 | 12·1 | 49·8 | 45·3 |
| Wood, Wood Products and Paper | 19·9 | 67·8 | 78·2 | 193·9 | 563·8 | 800·3 |
| Iron and Products | 4·2 | 18·9 | 23·9 | 55·8 | 210·7 | 250·1 |
| Non-Ferrous Metals and Products | 17·0 | 27·5 | 28·7 | 167·2 | 223·6 | 278·0 |
| Non-Metallic Minerals, Products | 2·7 | 5·7 | 6·7 | 22·8 | 51·7 | 67·9 |
| Chemicals and Allied Products | 1·6 | 5·4 | 6·7 | 18·1 | 62·0 | 76·6 |
| Miscellaneous Commodities | 1·3 | 7·9 | 8·5 | 18·4 | 89·2 | 78·4 |
| Total Domestic Exports | 88·0 | 232·2 | 253·1 | 768·7 | 2,100·3 | 2,508·7 |
| **Agricultural, Vegetable Products—** | (Thousands of Dollars) | | | | | |
| Fruits | 3,064 | 4,337 | 1,910 | 11,450 | 12,161 | 13,995 |
| Vegetables | 1,357 | 2,085 | 1,519 | 5,848 | 12,526 | 15,944 |
| Wheat | 12,727 | 27,967 | 27,081 | 80,346 | 226,075 | 240,832 |
| Grains, other | 2,112 | 8,563 | 8,711 | 12,046 | 35,270 | 34,862 |
| Flour of wheat | 1,561 | 13,000 | 13,018 | 16,480 | 119,483 | 185,204 |
| Farinaceous products, other | 1,235 | 1,865 | 1,746 | 10,979 | 17,629 | 16,193 |
| Sugar and products | 168 | 645 | 509 | 1,942 | 3,657 | 7,354 |
| Alcoholic beverages | 1,278 | 3,839 | 3,351 | 9,643 | 33,529 | 26,469 |
| Vegetable fats and oils | 24 | 641 | 463 | 152 | 4,895 | 5,953 |
| Rubber and products | 1,285 | 2,431 | 2,685 | 13,755 | 20,070 | 29,854 |
| Seeds | 567 | 1,570 | 3,353 | 2,430 | 11,292 | 13,997 |
| Tobacco | 141 | 249 | 1,148 | 5,121 | 5,288 | 13,820 |
| Vegetable products, other | 400 | 1,610 | 1,510 | 2,653 | 19,590 | 13,257 |
| Total | 25,919 | 68,802 | 67,003 | 172,844 | 521,465 | 617,736 |
| **Animals and Animal Products—** | | | | | | |
| Cattle | 1,231 | 1,653 | 1,422 | 8,611 | 16,811 | 13,557 |
| Other animals, living | 127 | 330 | 958 | 1,301 | 5,008 | 4,078 |
| Fish and fishery products | 2,872 | 7,016 | 8,900 | 24,315 | 80,821 | 74,863 |
| Furs and products | 475 | 513 | 601 | 11,889 | 30,026 | 22,404 |
| Leather and products | 612 | 2,085 | 1,495 | 5,161 | 15,817 | 18,580 |
| Bacon and hams | 2,784 | 3,090 | 3,971 | 28,748 | 58,181 | 53,890 |
| Meats, other | 693 | 4,743 | 1,752 | 4,860 | 54,664 | 35,792 |
| Cheese | 1,801 | 1,749 | 2,789 | 10,784 | 20,646 | 13,283 |
| Milk products, other | 389 | 1,199 | 1,671 | 4,154 | 12,227 | 14,503 |
| Eggs, shell and processed | 120 | 3,133 | 4,492 | 465 | 25,511 | 34,358 |
| Animal products, other | 1,134 | 848 | 1,287 | 7,316 | 8,230 | 9,048 |
| Total | 12,239 | 26,359 | 29,339 | 107,604 | 327,942 | 294,355 |
| **Fibres, Textiles and Products—** | | | | | | |
| Cotton products | 255 | 773 | 1,195 | 2,389 | 9,411 | 9,942 |
| Flax, hemp and jute products | 1 | 68 | 130 | 81 | 2,382 | 1,090 |
| Wool and products | 124 | 907 | 615 | 1,243 | 18,459 | 8,141 |
| Artificial silk and products | 118 | 986 | 809 | 2,051 | 7,320 | 10,999 |
| Textile products, other | 532 | 1,120 | 1,188 | 6,358 | 12,272 | 15,172 |
| Total | 1,030 | 3,854 | 3,938 | 12,121 | 49,844 | 45,344 |
| **Wood, Wood Products and Paper—** | | | | | | |
| Planks and boards | 3,475 | 15,161 | 18,392 | 32,589 | 110,467 | 186,274 |
| Pulpwood | 735 | 2,056 | 3,401 | 13,122 | 27,387 | 30,615 |
| Unmanufactured wood, other | 1,291 | 7,520 | 8,148 | 15,934 | 49,915 | 70,315 |
| Wood pulp | 2,493 | 10,867 | 15,300 | 25,396 | 103,797 | 160,797 |
| Manufactured wood, other | 241 | 776 | 655 | 2,700 | 7,210 | 7,184 |
| Newsprint paper | 10,839 | 28,698 | 28,372 | 95,565 | 240,078 | 311,997 |
| Paper, other | 753 | 2,118 | 3,063 | 7,602 | 19,139 | 28,160 |
| Books and printed matter | 100 | 611 | 397 | 885 | 5,789 | 5,003 |
| Total | 19,927 | 67,808 | 78,228 | 193,853 | 563,783 | 800,345 |
| **Iron and Products—** | | | | | | |
| Iron ore | ..... | 671 | 647 | 1 | 4,351 | 6,023 |
| Ferro alloys | 175 | 1,028 | 1,820 | 1,055 | 8,366 | 20,012 |
| Pigs, ingots, blooms, billets | 140 | ..... | 144 | 2,546 | 3,147 | 3,939 |
| Rolling mill products | 277 | 772 | 1,303 | 4,685 | 6,667 | 9,398 |
| Locomotives and parts | 3 | 3,026 | 1,274 | 240 | 23,900 | 15,269 |

| Articles | November | | | January—November | | |
|---|---|---|---|---|---|---|
| | 1938 | 1946 | 1947 | 1938 | 1946 | 1947 |
| **Iron** | (Thousands of Dollars) | | | | | |
| Farm machinery and implements | 425 | 2,137 | 2,593 | 7,591 | 26,874 | 38,008 |
| Hardware and cutlery | 194 | 330 | 441 | 2,035 | 3,786 | 5,201 |
| Machinery (except farm) | 964 | 1,791 | 4,486 | 9,091 | 13,676 | 37,046 |
| Automobiles, freight | 159 | 2,863 | 2,944 | 6,457 | 40,684 | 35,922 |
| Automobiles, passenger | 957 | 1,607 | 2,126 | 13,778 | 12,277 | 30,287 |
| Automobile parts | 127 | 2,191 | 1,833 | 2,465 | 19,647 | 17,935 |
| Railway cars and parts | 138 | 530 | 1,019 | 156 | 26,060 | 3,145 |
| Iron products, other | 657 | 1,975 | 3,270 | 5,708 | 21,310 | 27,905 |
| Total | 4,217 | 18,921 | 23,900 | 55,807 | 210,745 | 250,091 |
| **Non-Ferrous Metals and Products—** | | | | | | |
| Aluminum and products | 2,022 | 11,803 | 6,733 | 21,847 | 51,962 | 59,774 |
| Brass and products | 149 | 314 | 472 | 993 | 3,166 | 3,258 |
| Copper and products | 5,742 | 2,342 | 6,916 | 48,818 | 31,558 | 52,218 |
| Lead and products | 627 | 1,121 | 3,194 | 8,200 | 15,321 | 28,218 |
| Nickel | 5,647 | 4,290 | 5,007 | 49,716 | 50,566 | 56,054 |
| Precious metals, except gold | 1,673 | 3,469 | 958 | 21,928 | 19,660 | 20,806 |
| Zinc and products | 593 | 2,076 | 2,225 | 8,982 | 23,592 | 27,589 |
| Electrical apparatus, n.o.p. | 334 | 1,287 | 1,895 | 3,850 | 19,462 | 17,802 |
| Non-ferrous products, other | 263 | 766 | 1,347 | 2,862 | 8,341 | 12,240 |
| Total | 17,048 | 27,468 | 28,745 | 167,195 | 223,628 | 277,959 |
| **Non-Metallic Minerals, Products—** | | | | | | |
| Asbestos and products | 1,445 | 2,208 | 3,028 | 11,967 | 22,135 | 29,784 |
| Coal | 215 | 535 | 457 | 1,430 | 5,191 | 4,751 |
| Petroleum and products | 127 | 616 | 673 | 746 | 4,127 | 6,119 |
| Abrasives, artificial, crude | 273 | 1,127 | 1,063 | 3,579 | 10,537 | 12,135 |
| Non-metallic products, other | 676 | 1,241 | 1,500 | 5,101 | 9,709 | 15,079 |
| Total | 2,736 | 5,727 | 6,722 | 22,824 | 51,699 | 67,868 |
| **Chemicals and Allied Products—** | | | | | | |
| Acids | 143 | 110 | 436 | 1,235 | 1,847 | 3,462 |
| Medicinal preparations | 165 | 326 | 522 | 1,435 | 4,955 | 3,951 |
| Fertilizers | 582 | 2,486 | 2,370 | 6,617 | 29,726 | 30,928 |
| Paints and varnishes | 85 | 548 | 615 | 839 | 3,949 | 6,774 |
| Calcium compounds | 50 | 96 | 306 | 450 | 2,677 | 2,048 |
| Soda and sodium compounds | 291 | 331 | 338 | 3,783 | 4,005 | 4,891 |
| Chemical products, other | 287 | 1,505 | 2,132 | 3,704 | 14,810 | 24,588 |
| Total | 1,603 | 5,402 | 6,720 | 18,062 | 61,969 | 76,641 |
| **Miscellaneous Commodities—** | | | | | | |
| Toys and sporting goods | 58 | 296 | 195 | 497 | 1,612 | 1,809 |
| Films | 181 | 159 | 236 | 3,308 | 2,362 | 2,856 |
| Ships and vessels | 8 | 922 | 2,884 | 200 | 17,276 | 19,081 |
| Aircraft and parts | 35 | 1,918 | 201 | 2,774 | 8,146 | 5,473 |
| Electrical energy | 368 | 501 | 410 | 3,832 | 6,655 | 5,250 |
| Miscellaneous consumer goods | 248 | 1,093 | 700 | 1,938 | 7,845 | 10,526 |
| Miscellaneous other | 124 | 685 | 2,168 | 3,432 | 6,868 | 13,528 |
| Donations and gifts | ..... | 1,297 | 687 | ..... | 29,213 | 9,467 |
| Non-commercial articles | 238 | 1,005 | 1,027 | 2,403 | 9,261 | 10,406 |
| Totals | 1,261 | 7,878 | 8,507 | 18,386 | 89,238 | 78,407 |

## Canadian Certified Seed Potatoes

**Growers, shippers and buyers of Canadian Certified Seed Potatoes may be interested in a brochure prepared by the Foreign Trade Service, in consultation with the Department of Agriculture, in an effort to stimulate the export sale of potatoes. Copies of this brochure, in colour, may be obtained from the Director, Trade Publicity Division, Foreign Trade Service, Department of Trade and Commerce, Ottawa.**

# Bolivian Economy Affected Last Year by Strikes in Tin Mines

*Production of tin, country's principal export, appreciably lowered — Unfavourable repercussion felt in national economy in spite of gradual price improvement in New York and London markets—Exports lower in volume and value, while imports remain at same level.*

By E. H. Maguire, Assistant Commercial Secretary, Canadian Embassy

SANTIAGO, November 18, 1947.—During 1946 labour troubles in several important mines appreciably lowered the production of tin. As tin is the principal export, there was an unfavourable repercussion in the national economy in spite of a gradual improvement in prices on the New York and London markets. Exports of all commodities were lower in volume and value as compared with 1945, while imports maintained the level of that year. Import and exchange control, instituted in 1945, was kept in force. The Central Bank was reorganized and its functions increased. Reserves of the Central Bank decreased, as did the legal reserves held in cover of the currency. Currency in circulation increased moderately during the year. The cost of living continued to increase over 1945, and there were corresponding increases in wages and salaries.

Labour strikes for varying periods in some of the largest tin mines resulted in a considerable reduction in production which, under normal circumstances, is on the average of 4,500 fine metric tons per annum. Despite this reduction, tin exports were considerably higher than the export quota arranged for the United States by contract signed September, 1946. This contract raised the price from U.S.$0.62 per fine pound to U.S.$0.65 from January to June, 1946, and to U.S.$0.67 until the end of 1946.

**Exports Decreased from Previous Year**

Exports in the year reached a total of U.S.$72.3 millions compared with a total of U.S.$79.3 millions in 1945. Shipments were as follows: tin, U.S.$52 millions; other minerals and products, U.S.$20.3 millions. Volume of exports reached 80,899.5 metric tons against 88,455 in 1945.

Shipments of wolfram declined from 2,311 fine metric tons valued at U.S.$3·3 millions in 1945 to 1.272 fine metric tons valued at U.S.$1·5 millions in 1946. On the other hand, exports of antimony increased from 5,535 fine metric tons valued at U.S.$1·2 millions in 1945 to 6,964 fine metric tons valued at U.S.$2·1 millions in 1946. Lead exports at 8 434 fine metric tons valued at U.S.$1·1 millions declined from 9.508 valued at U.S.$1·2 millions in 1945. Silver exports also showed a slight decrease from 208 fine metric tons in 1945 to 190 in 1946, although, due to higher quotations in metal markets, its value increased one million dollars to U.S.$4·3 million. Exports of rubber, coca, cattle, hides and other products have shown an increase in value from U.S.$5·4 millions to U.S.$6·9 millions in 1946.

No figures are available for Bolivian imports during 1946, that is goods which actually crossed the frontier, but it is thought that they equalled or surpassed the volume and value of those of 1945. Imports in 1945 amounted to 325,064 metric tons valued at U.S.$40·4 millions.

Import and exchange control was enforced throughout the year 1946. Because of continual price increases and lack of stability in others, the free importation of foodstuffs and other indispensable merchandise was authorized on May 9, 1946. This resolution was rescinded on September 2, 1946, but the Import Committee continued to grant permissions in an ample manner, although from the month of November these were further limited to avoid increasing the uncovered exchange position. Total import permits granted in 1946 reached a total of U.S.$71·2 millions, made up as follows: manufactured articles, U.S.$37·1 millions; foodstuffs, U.S.$22·7 millions; and raw materials and other products, U.S.$11·4 millions. (These figures bear no relation to the total of actual imports, as it often transpires that import permits are not used.)

**Official Purchases of Foreign Exchange Diminished Slightly**

Official purchases of foreign exchange diminished slightly from the 1945 figure of U.S.$53·3 millions to U.S.$49·3 millions. The latter total was derived from the following sources: tin exports, U.S.$34·6 millions; other minerals, products and sundry balances, U.S.$7·9 millions; purchases from the public, etc., U.S. $6·8 millions. On the other hand, sales of foreign exchange by the Central Bank and commercial banks reached a total of U.S.$53·5 millions in 1946, against U.S.$38·6 millions in the previous year. Sales during the year in payment of imports and services, etc., totalled U.S.$39·5 millions and national and semi-fiscal payments amounted to U.S.$14 millions. Thus expenditures of foreign exchange during 1946 exceed purchases by U.S.$4·2 millions.

The Central Bank of Bolivia was reorganized under a law dated December 20, 1945, and on January 2, 1946, it adjusted itself to its dual function as an issuing bank and as a commercial and industrial bank. An appreciable amount of state and official deposits was previously held by the private banks, but this has now been concentrated in the official institution in accordance with the provisions of the new law. The total facilities which may be granted to fiscal departments is fixed by law and the present total outstanding is well within that figure. As a result of increased operations of a diverse nature, the profits for the year 1946 reached the highest figure recorded since its foundation.

**Reserves of Central Bank Decreased**

Reserves of the Central Bank, made up of gold and foreign exchange, decreased from 1,491·4 million bolivianos December 31, 1945, to Bs.1,419·8 millions at the end of December, 1946. A slight increase was shown in the reserves held at the Central Bank, but on the other hand deposits in London and New York showed a considerable decrease. Deposits in the Central Bank and currency in circulation increased from Bs.2,558·4 millions at December 31, 1945, to Bs.2,908·4 millions at the end of 1946, an increase of 358 millions or 13·68 per cent. The proportion of legal reserves held in cover of the currency decreased from 58·3 per cent to 48·8 per cent. Purchases of gold from producers throughout the country reached a total of 430.8 fine kilos against 93.2 fine kilos in 1945. Since the price paid was U.S.$35 per fine ounce troy, clandestine exports of gold were to a great extent avoided.

According to official statistics the overall cost of living index in La Paz, with basis of 1936 equals 100, has continued to increase during the current year, and at December 31 stood at 1022, an increase of 141 points since December, 1945. The increased cost of living is the result of constant increases in prices in producing centres, which were especially

noticeable in articles of prime necessity and clothing, such as sugar, flour, rice, meat, cotton and wool, textiles and all raw materials for national industry. Salaries and services continued to increase, while fuel showed a slight reduction. As an exception rents remained unaltered during the year.

# Peru's Communications System Improved and Modernized

*New international air services established—Opening of port of Matarani facilitates export and import trade—Labour situation improved through new legislation—Dollar shortage necessitates import restrictions.*

**By C. J. Van Tighem, Commercial Secretary, Canadian Embassy**

(Editor's Note: This is the second of two articles by Mr. Van Tighem on economic conditions in Peru.)

LIMA, November 24, 1947.—(FTS)—Direct international air service between Lima and Europe was inaugurated by the British South American Airways, which commenced operations in January and provides a weekly service with stops at Kingston, Jamaica; Bermuda; the Azores; and London.

The oldest operating airline providing international service, Pan American Grace Airways, has added new DC-6 planes to its service, and Lima is now less than twenty-four hours by air from Canada.

An international air service began operations on May 14 with the inaugural flight between Havana and Lima of a Peruvian International Airways plane. The service has been extended gradually as further air agreements have been signed, and at present twice weekly flights are being maintained between Santiago, Antofagasta, Lima, Panama City, Havana, Washington and New York. Eventually the service will be extended to Montreal and, with this end in view, negotiations are currently being conducted between the Canadian and Peruvian governments.

Under date July 12, the Peruvian government issued a supreme decree suspending for the current year the granting of further operating concessions for national and international air lines in Peruvian territory. It is stated that this action has been taken pending approval by Congress of a general law covering civil, commercial and tourist aviation.

**New Port of Matarani Opened**

In October the new port of Matarani, in southern Peru, was officially opened. Although work on this project was started in 1938 and completed in 1941, it has not been possible to put the new port into service until now, as Matarani had neither rail nor highway connections. An asphalt road has been completed connecting Matarani with the port of Mollendo, seven miles distant, where it will be possible to transfer freight to the railway which provides service to Arequipa, Cuzco and Lake Titicaca. Plans are under way for building a railway line from Matarani to join the existing line at La Joya.

The dock at Matarani is 1,475 feet long, is protected by two breakwaters and is deep enough to accommodate ships up to 40,000 tons displacement. The new port is important for the southern area of Peru, and

particularly Arequipa, which formerly was served by the port of Mollendo. It will also be of advantage to Bolivia, as a large percentage of that country's imports come through this channel.

Important extensions to the long-distance radio-telephone system have been made during the present year, service being initiated between Lima and the cities of Arequipa and Cuzco in the south of Peru and Piura in the north. It is reported that the service will shortly be extended to the city of Iquitos, situated in the Amazon region of Peru. With the inauguration of this service, the capital will be in long-distance communication with all of the principal centres in the republic.

**Building Construction Well Maintained**

The high rate at which construction of new office buildings, apartment buildings, hotels and private homes has been carried out during the past two years has been maintained during the current year. Despite the difficulty of securing construction materials, which is doubly difficult in view of foreign exchange and import licensing restrictions, the process of tearing down old buildings in the business section and replacing these with modern structures continues. In recent months, however, local banks have shown a tendency to restrict loans for construction purposes, and this has already had the effect of checking the rate of new construction.

**Labour Difficulties Reduced Production**

Labour difficulties continue to be one of the principal problems facing local industries. Strikes have been prevalent throughout the year, and increases in wages and salaries of 25 to 50 per cent have been granted by individual firms. Such strikes have not been limited only to industrial concerns, but public utility companies, such as the railway, electric light and power companies, post and telegraph service, have also been affected. These continued strikes have resulted in a decline in volume and a considerable increase in the cost of production.

Important legislation affecting workers and employees has been passed during the period under review. A supreme decree of April 7 provided for payment of a pension by employers to all employees with 40 years' service to their credit. Another decree, dated August 14, raised the minimum wages payable to employees and provided for increases in salaries on a sliding scale based on length of service and salary received. Increases authorized by this decree ranged from 23·2 to 84·8 per cent. These increases applied to employees in the Lima and Callao district and are to be effective for a period of one year, during which no further increases are to be granted.

**Cost of Living Greatly Increased**

Until August 26 the importation of merchandise at the free-market exchange rate was permitted and, in view of the shortage of official exchange, large quantities of merchandise have been imported on this basis. The rates of exchange in the free market have ranged during the current year from approximately 8 soles to the dollar in January to a high of 18.50 soles in September, and at present the rate is approximately 15 soles to the dollar. In view of this unfavourable rate of exchange and the increased price of imported goods, the cost of living has continued to increase alarmingly. The official cost-of-living index at October 15 stood at 318·68 as against 241·51 in January, an increase of 77·17 points.

The most important factor contributing to this increase has been the abnormal rise in the price of foodstuffs. Comparative figures for January and October (basis 1934-36=100) are as follows:

**Comparative Costs of Living, January and October, 1947**

| | Foodstuffs | Rent | Clothing | Sundries | Cost of Living |
|---|---|---|---|---|---|
| October, 1947 | 362 | 216 | 385 | 230 | 318.68 |
| January, 1947 | 247 | 196 | 324 | 210 | 241.51 |
| Increases .... | 115 | 20 | 61 | 20 | 77.17 |

**Exchange and Import Control Measures Reimposed**

The present year has been characterized by rapid changes in the regulations governing imports. A system of partial freedom from control, whereby certain goods could be imported without restrictions and without import licences, on the basis of free-market exchange, became effective on July 1. However, increases in the free-market rate of exchange, which at one point was practically three times the official rate, were so great that it was decided to drop this system, and a decree was issued to this effect on August 26. Import licences were once again required for all goods, such licences to be issued on the basis of the essentiality of the product to be imported. For this purpose, products have been divided into three principal categories: A, B and C. Group A has been subdivided into five sections and covers essential foodstuffs, pharmaceuticals, and articles producing or conserving the use of foreign exchange. Group B covers articles considered to be necessary, and Group C those which are useful but not indispensable.

Official exchange at the rate of 6.50 soles to the dollar was made available only for goods in Groups A and B, while Group C products were importable only with importers' own or free-market exchange. However, the rate for free exchange continued to increase, and the authorities, with a view to reducing it, on September 23 suspended the issue of further licences on this basis. This system is still in effect, and at present only goods in Group A and B may be imported. In view of the fact that the demand for licences far exceeds the supply of foreign exchange available, only certain proportions of the licences applied for can be granted, the percentage having varied between 25 and 50 per cent in different months. With the decline in revenue from cotton and sugar, which has been mentioned in the sections dealing with these products, the future prospects for an improvement in the exchange situation in the near future do not appear particularly good.

---

**Sweden and Holland Sign Agreement**

Sweden and the Netherlands signed a trade agreement in Stockholm on December 6. The value of Swedish imports from Holland next year has been estimated at about 270 million kronor and Swedish exports at 245 millions. This represents a considerable increase in the exchange of goods between the two countries, compared with the current year. Holland is to make its first payment on the reconstruction credit of 75 million kronor, which Sweden granted it in 1944. The credit agreement provided for repayment within eight years after the country's liberation.

The list of goods Holland will deliver to Sweden includes coke, pig iron and copra, as well as bulbs and vegetables, salt, chemicals, electrical machinery, radio material, and certain textiles. In return, Sweden will send forest industry products, which are vitally needed for Holland's reconstruction work, and also iron ore, iron and steel products, matches and fish.

# Norway Lacks Building Materials To Meet Repair Requirements

*Extraction of forest products declined during war, and available supplies used by army of occupation—Paper industry and lumber mills short of materials—Return of labour to the woods fails to materialize, resulting in low production.*

**By S. G. MacDonald, Commercial Secretary, Canadian Legation**

(Editor's Note.—This is the fourth in a series of articles on economic conditions in Norway, prepared by Mr. MacDonald for *Foreign Trade*. The first three appeared in the November 1st, November 15th and December 13th issues.)

OSLO, October 14, 1947.—Extraction of forest products declined during the war, and it is estimated that half of one year's growth was saved. Severe restrictions on the use of wood for building or repairs were imposed during those years, as most of the material was required by the army of occupation. As heavy damage was sustained, particularly in northern Norway, and few repairs were effected during the war, an enormous demand for building materials accumulated, and stocks were almost depleted at the time of liberation.

Fuel was just as scarce as building materials and, although there was a small supply of coal, this had to be reserved for shipping, railways and industry. For the heating of houses, wood was used almost exclusively, even for many months after the war was over. Although reduced greatly, much heating by this method will continue through the coming winter. The paper industry, as well as the lumber industry, had suffered from lack of timber during the war, so that their stores were also empty. It was, therefore, essential to provide the industries with timber to manufacture export articles, in order to secure exchange required for the importation of necessities. In order to achieve this, it would be necessary to increase the cut considerably. This was not possible without the return to the forests of the labour which, during the war, had been occupied with building and construction work for the army of occupation. Developments in 1945 and 1946 proved that this labour did not return to the forests, nor was there any unemployment in other industries which might be utilized, as a result of which the planned increase in production was not attained.

**Trees Felled in Norway**

| Year | Timber | Wood | Cutting on Farms | Total Cut |
|---|---|---|---|---|
| | | (million cubic metres) | | |
| 1939-40 ..... | 5.6 | 1.1 | 3.0 | 9.7 |
| 1940-41 ..... | 5.9 | 2.5 | 3.0 | 11.4 |
| 1941-42 ..... | 5.1 | 2.4 | 3.0 | 10.5 |
| 1942-43 ..... | 4.2 | 2.3 | 3.0 | 9.5 |
| 1943-44 ..... | 4.2 | 1.8 | 3.0 | 9.0 |
| 1944-45 ..... | 2.5 | 1.5 | 3.0 | 7.0 |
| 1945-46 ..... | 4.8 | 0.2 | 3.0 | 8.0 |
| 1946-47 (Planned) . | 6.0 | 1.1 | 3.0 | 10.1 |

The new utilizable growth annually is estimated to be approximately 11 million cubic metres, so there should be a surplus each year.

In the autumn of 1945, timber prices were fixed by the Price Directorate as follows: The price for pulp mill and wood-pulp timber was increased from 23 to 30 kroner per cubic metre, and for planks and deals from 25 to approximately 33 kroner per cubic metre.

*Prices.*—On May 1, 1945, the wood prices per favn ($\frac{3}{4}$ cord) of 60 centimetres' length were increased by 5 kroner for coniferous wood and 7·50 kroner for birch, bringing these prices up to 41 and 55 kroner respectively. On May 29, 1946, these prices were still further increased to 44 and 58 kroner respectively. To these prices are added an additional 3 kroner for "difficult working conditions", another 3 kroner for early delivery, and a further 5 kroner per favn for delivery to the consumer. The following table shows the prices for the most important timber products, delivered water-course or railway station:

**Prices for Forest Products**

| Year | Planks and Deals | Pulp-Mill and Wood-Pulp Timber | | Sawn Pulp-Mill Timber | 60 cm. Firewood | |
|---|---|---|---|---|---|---|
| | | Fir | Pine | Pine | Coniferous Wood | Birch Wood |
| | *Kroner per Cubic Metre* | | | | *Kroner per Favn* | |
| 1939–40 | 19·00 | 15·80 | 11·00 | 14·25 | 21·00 | 29·00 |
| 1940–41 | 20·50 | 15·80 | 11·50 | 15·25 | 25·00 | 35·00 |
| 1941–42 | 22·50 | 19·00 | 16·00 | 18·50 | 36·00 | 47·50 |
| 1942–43 | 23·50 | 20·50 | 17·50 | 20·00 | 36·00 | 47·50 |
| 1943–44 | 24·50 | 23·00 | 20·00 | 22·50 | *36·00 | *47·50 |
| 1944–45 | 25·00 | 23·00 | 20·00 | 22·50 | *36·00 | *47·50 |
| 1945–46 | 33·00 | 30·00 | 27·00 | 29·50 | *41·00 | *55·00 |
| 1946–47 | 42·00 | 35·00 | 31·00 | 34·50 | *44·00 | *58·00 |

*To which was added kroner 3·00 for "difficult working conditions".

**Shortage of Labour Lowers Production**

The amount of ditching and other cultivation work done in 1945 decreased considerably, this year showing the lowest amount of cultivation ever carried out. This situation improved somewhat in 1946, but the shortage of labour was strongly felt, most of the available manpower being used for wood-cutting. The labour question will also be the most important factor in the future as regards forest cultivation in particular, and the overall forestry position in general. As a result of the forest cultivation tax, there have now been saved up 8 to 10 million kroner, which have not been utilized because of the war. Forestry experts consider it essential that cultivation work now be carried on continuously, hand in hand with other forestry work, and that it is of prime importance to procure the necessary labour for this purpose.

Conditions of growth were not too good in 1945, the weather being too dry in the most important forest districts, but in 1946 conditions were more normal, there being abundant rainfall during the growing season. Damage has not been suffered to any great extent through storms, fires or insects.

# Trade Commissioners on Tour

CANADIAN Trade Commissioners return periodically from their posts in foreign lands to familiarize themselves with conditions in this country and the special requirements of the commercial community. They are in a position to furnish information concerning markets in their respective territories and possible sources of supply. Exporters and importers are urged to communicate with these officers, when in their vicinity, with a view to establishing connections that will assist in the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly through the following offices in the areas concerned:

**Ottawa—Foreign Trade Service, Department of Trade and Commerce**

**Belleville—Chamber of Commerce.**
**Gananoque—Chamber of Commerce.**
**Hamilton—Chamber of Commerce.**
**Kingston—Chamber of Commerce.**
**Montreal—Montreal Board of Trade.**
**Pembroke—Chamber of Commerce.**
**Renfrew—Board of Trade.**
**St. Catharines—Chamber of Commerce.**
**Toronto—Can. Manufacturers' Association.**
**Welland—Board of Trade.**

W. G. Stark, former Commercial Secretary, Canadian Embassy, Lima, Peru, continued his Canadian tour in Edmonton on November 14. During the course of the next few months he will discuss trade of Peru and Ecuador with businessmen across the country.

**W. G. Stark**

**(Former Commercial Secretary, Canadian Embassy, Lima)**

Hamilton—January 5-7.
St. Catharines—January 8.
Welland—January 9.
Toronto—January 10-28.
Belleville and Batawa—January 29.
Kingston—January 30.
Gananoque—January 31.
Montreal—February 2-21.
Pembroke—February 23.
Renfrew—February 24.
Ottawa—February 25-28.

---

**Trade Between Sweden and Russia Below Expectations**

Trade between Sweden and Russia, under the mutual trade agreement of 1946, which provides for yearly shipments valued at 100,000,000 kronor ($28 million) in each direction, has so far been considerably smaller than expected, the Gothenburg daily *Handelstidningen* points out. One reason is that the Russians in several cases have considered the Swedish prices too high.

As regards Russian shipments to Sweden this year, those of pig iron and asbestos have exceeded the quotas. At the end of August, Russia had sent 14,689 tons of pig iron, valued at 3·3 million kronor, and 4,194 tons of asbestos valued at 2·89 millions. The quotas originally agreed on were 10,000 and 3,000 tons respectively. The Russian shipments of scrap iron, which were to total 25,000 tons during the year, have so far failed. Of lead, Russia has delivered 200 tons (quota 1,000 tons), and of nickel 100 tons (quota 250 tons). Of chromium ore, Russia has delivered at the end of August 5,210 tons, on a quota of 25,000 tons, and of manganese ore 5,985 tons, while the quota for 1947 is 15,000 tons.

According to the agreement, Sweden was to receive 100,000 tons of oil products in 1947, but during the first eight months of the year only some 3,000 tons were delivered. Of lubricating oil, synthetic rubber and some other goods listed in the treaty, Russia delivered nothing. For cotton, the quota is 5,000 tons, while at the end of August only about 14 tons had actually been shipped. Of furs, Russia had delivered about 8 million kronor's worth, mostly Persian. The agreement called for 50,000 goat skins and 300,000 sheep skins, representing a total value of 3 million kronor.

# Trade and Tariff Regulations

**Australia Changes Basis of Valuation for Duty**

Measures to be effective from November 15, 1947, have been introduced into the Australian Parliament varying the Customs Act to provide for the calculation of the value for duty of imported goods in Australian currency, instead of in English currency, as at present.

Heretofore, Australian regulations provided that ad valorem duty be levied on: (1) the actual money price paid for the goods, or (2) if higher, the current domestic value in the country of export. In either case, the value was increased by 10 per cent. Canadian invoices expressed in dollars were converted for customs purposes into British sterling at the rate on the date of exportation of the goods. Duty was levied on the amount thus arrived at, and although computed on the basis of English currency, was regarded as Australian currency for the purposes of paying duty.

Under the amending legislation, value for duty will be calculated on the basis of the par value of Australian currency instead of sterling (*i.e.* English) currency, and the statutory addition of 10 per cent will be eliminated from the value for duty provisions. The result of these measures, in themselves, would be to increase the value for duty, but this is offset by an adjustment of rates of duty to ensure practically no variation in the amount of duty collected. This adjustment will require a 12 per cent reduction in all operative ad valorem rates, but to avoid fractional rates of duty, it is proposed to adjust all reduced rates to the nearest multiple of $2\frac{1}{2}$ per cent.

For example, where a rate of duty was formerly 40 per cent ad valorem, the new rate will appear as 35 per cent ad valorem.

The attention of Canadian exporters is drawn to the fact that, as a result of these changes, care must be taken when comparing past rates of duty with rates appearing from this time forward.

---

**Belgian Congo Makes Payments in Canadian Dollars**

Leopoldville, December 1, 1947.—(FTS)—The "Commission des Devises et des Importations" of the Belgian Congo has announced that as from January 1, 1948, applications for import licences and the acquisition of exchange to pay for imports from Canada will be approved only in terms of Canadian dollars. Quotations and invoices for shipments to Belgian Congo should, therefore, be prepared on that basis.

---

**Eire Issues Exchange Control Order**

Dublin, December 11, 1947.—(FTS)—The administration of exchange control in Eire more nearly parallels that existing in the United Kingdom of Great Britain and Ireland, as a result of a new order issued on December 5. This pertains more particularly to restrictions governing exchange for travel in the non-sterling area.

Instead of the former requirements that export of goods from Eire to Canada be paid for in Canadian dollars, it is now specified that payment shall be made to the satisfaction of the Revenue Commissioners—(1) that payment for the goods either has been made to a person in the state in the manner prescribed in relation to goods of that class or description exported to a destination in that territory or is to be so made not later than six months after the date of the exportaion, and (11) that

the amount of the payment that has been made or is to be made is such as to represent a return for the goods which is in all the circumstances satisfactory in the national interest. It was formerly stipulated that payment should be made in Canadian dollars.

Exchange control in Eire is now governed by the Exchange Control Order 1947 and by the supplemental provisions, issued under authority of that order, which was issued on December 5, 1947. A further order, issued on the same date, schedules the Irish banks authorized to act in the exercise of exchange control, the types of securities which are controlled by the principal order, the list of sterling area countries for the purposes of the order and a list of non-sterling area currencies affected by the order. The supplemental provisions also revoke a number of the earlier regulations and amendments from 1940 to 1947.

---

**New Zealand Announces Further Deferment of Increased Duties**

Deferred changes in rates of duty for three items of the New Zealand customs tariff, that were to have become effective on November 1, 1947, have been further postponed until November 1, 1948. The items affected are:

Item 360—Nails or tacks exceeding 1 inch in length, made from iron wire, whether plain, galvanized, or cement-coated, not elsewhere included in the tariff. Present rates: £2 per ton (2,240 pounds) under the British preferential tariff, £4 per ton under the general tariff; rates deferred to November 1, 1948: free of duty under the British preferential tariff, £4 per ton under the general tariff.

Item 361—Nails, lead-headed, and galvanized cup-headed roofing nails. Present rates: 20 per cent ad valorem under the British preferential tariff, 40 per cent ad valorem under the general tariff; rates defered to November 1, 1948: free of duty under the British preferential tariff, 40 per cent ad valorem under the general tariff.

Item 397-1—White-lead ground in oil. Present rates: 6s. per cwt. (112 pounds) under the British preferential tariff, 9s. per cwt. under the general tariff; rates deferred to November 1, 1948: free of duty under the British preferential tariff, 9s. per cwt. under the general tariff.

Under all three items, the British preferential rates are applicable to Canada. The general tariff applies to goods from all countries outside the British Empire.

---

**United Kingdom Admits Machinery Duty-free Under Treasury Licence**

London, December 9, 1947.—(FTS)—The Import Licensing Department of the Board of Trade, in Notice 273 of December 9, 1947, directs the attention of importers in the United Kingdom to the statutory requirement that application for a licence to import machinery duty-free under Section 10 of the Finance Act 1932 as amended should be made before the machinery reaches the United Kingdom. The section in question empowers the Treasury, after consultation with the Board of Trade, to license the duty-free importation, regardless of the country of origin, of types of machinery not for the time being procurable in the United Kingdom.

The Notice explains that cases continually arise in which application is made for a Treasury licence after the consignment arrives in the United Kingdom, but that it is not possible, in view of the statutory requirement, for a Treasury licence to be granted even though the merits of the case would otherwise warrant its issue.

This facility for duty-free admission under Treasury licence is of interest to Canadian exporters of any machinery whose title to duty-free entry on the ground of Imperial preference may be difficult or impossible to establish.

Exemption from import duty under Treasury licence does not, of course, obviate the necessity for the normal import licence, to which practically all goods are subject.

---

**United States Imports of Potatoes under Quota**

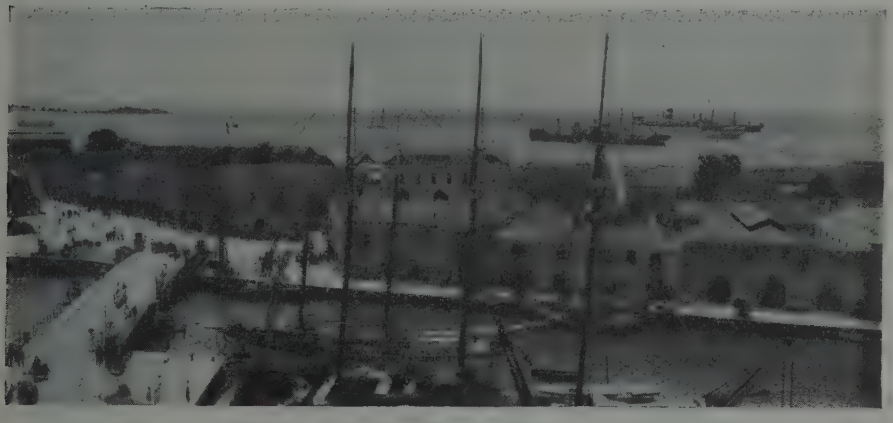
Washington, December 10, 1947.—(FTS)—Preliminary figures issued by the Treasury Department in connection with the tariff quotas on seed and table potatoes, provided for in the Canada-United States Trade Agreement of 1938, show that for a period of ten weeks, from September 15 to November 29, 1947, imports of seed potatoes from Canada amounted to 456,094 bushels, or 30 per cent of the quota of 1,500,000 bushels. For the same period, imports of table potatoes amounted to 453,350 bushels, or 45 per cent of the quota of 1,000,000 bushels.

---

**Deep Water Harbour for Barbados Planned**

Port of Spain, December 15, 1947.—(FTS)—Plans have been completed for the construction near Bridgetown, capital of Barbados, of a deep water harbour, the estimated cost of which is $14,000,000. The project will involve the reclamation of approximately one hundred acres of land, and considerable replanning of the city's quaint but inefficient lay out.

For decades Barbados has been one of the principal trading entrepots for the eastern group of the British West Indies. Cargoes from Europe and America have been unloaded there and distributed in sailing vessels up and down the Windwards and Leewards. This trade was particularly active during the war years, when submarine operations restricted the movements of larger steamers to protected routes. In recent years, however, the development of deep water harbours in Trinidad, Grenada and St. Lucia have caused some falling off in the importance of Barbados as a transhipment point, owing to the necessity of using lighters.



**Barbados—Roadstead at Bridgetown, where it is proposed to build a deep water harbour at a cost of $14,000,000. Careenage in foreground, as seen from the Clock Tower.**

# Ocean-Going Sailing Schedules

Information contained in the following list of sailings, such as destination, port of departure, loading date, name of ship and operator, is furnished by steamship companies and agents concerned. This is the latest available and subject to change after *Foreign Trade* has gone to press, particularly as this relates to the loading date and name of vessel. All ships are not as yet under the complete control of operators, and one or other may have to be withdrawn to fulfil a government demand for space. A substitute ship is normally provided, and the operator will immediately notify shippers of any change in the date of departure. If no substitute is available, operators will advise shippers of an alternative sailing by another line.

The loading date and name of ship are not indicated in some instances, due to the fact that on certain routes information available is not sufficiently definite to mention the steamer that will be placed on a berth for the destination shown. The name of the probable operator is given, however, and exporters should seek further particulars from the operator or agent indicated.

## Departures from Halifax

Sails from Saint John about three days earlier.

(r) Indicates refrigerated cargo space.

| Destination | Loading Date | Vessel | Operator or Agent |
|---|---|---|---|
| **Africa-East—** | | | |
| Lourenço Marques... | January 25 | *Cumberland County* | March Shipping |
| Lourenço Marques... | February 15–20 | *Hants County* | March Shipping |
| Lourenço Marques... | March 15–20 | *Yarmouth County* | March Shipping |
| **Africa-South—** | | | |
| Cape Town..... | January 25 | *Cumberland County* | March Shipping |
| Port Elizabeth..... | February 15–20 | *Hants County* | March Shipping |
| East London..... | March 15–20 | *Yarmouth County* | March Shipping |
| Durban..... | | | |
| **Africa—West—** | | | |
| Dakar..... | January 12–15 | *Belya* | Furness Withy |
| **Argentina—** | | | |
| Buenos Aires..... | January 6 | *Beacon Grange* | Furness Withy |
| Buenos Aires..... | January 28 | *Brazilian Prince* | Furness Withy |
| **Belgium—** | | | |
| Antwerp..... | January 31 | *Sein* | Furness Withy |
| Antwerp..... | February 12 | **Beaconsfield* | Cunard Donaldson |
| **Brazil—** | | | |
| Rio de Janeiro..... | January 6 | *Beacon Grange* | Furness Withy |
| Santos..... | January 28 | *Brazilian Prince* | Furness Withy |
| **Ceylon—** | | | |
| Colombo..... | January 15 | *Lakeside* | March Shipping |
| Colombo..... | February 10 | *Seaside* | March Shipping |
| **China—** | | | |
| Shanghai..... | January 15 | *Lakeside* | March Shipping |
| Shanghai..... | February 5 | *Achilles* | Cunard Donaldson |
| Shanghai..... | February 10 | *Seaside* | March Shipping |
| **Cuba—** | | | |
| Santiago..... | January 2–5 | *Dufferin Bell* | Pickford and Black |
| **Denmark—** | | | |
| Copenhagen..... | January 14–20 | *Tidaholm* | Swedish American |
| Copenhagen..... | January 22–29 | *Sparreholm* | Swedish American |

## Departures from Halifax—*Continued*

| Destination | Loading Date | Vessel | Operator or Agent |
|---|---|---|---|
| **Egypt—** | | | |
| Port Said | January 9–10 | *Radja* | Cunard Donaldson |
| Suez | February 13–15 | *A Ship* | Cunard Donaldson |
| | March 12–14 | *Talthybius* | Cunard-Donaldson |
| **Finland—** | | | |
| Helsinki | January 14–20 | *Tidaholm* | Swedish American |
| Helsinki | January 22–29 | *Sparreholm* | Swedish American |
| **France—** | | | |
| Le Havre | January 31 | *Sein* | Furness Withy |
| **Germany** | | | |
| Hamburg | February 12 | **Beaconsfield* | Cunard Donaldson |
| **Gibraltar** | January 16 | *Mont Gaspe* | Montreal Shipping |
| **Greece** | | | |
| Piraeus | January 20 | *Marchport* | Montreal Shipping |
| **Hong Kong** | January 15 | *Lakeside* | March Shipping |
| | February 5 | *Achilles* | Cunard Donaldson |
| | February 10 | *Seaside* | March Shipping |
| **Iceland—** | | | |
| Reykjavik | January 15–20 | *Trueknot* | F. K. Warren Co. |
| **India and Pakistan—** | | | |
| Bombay | January 15 | *Lakeside* | March Shipping |
| Calcutta | February 10 | *Seaside* | March Shipping |
| Madras | | | |
| **Italy—** | | | |
| Genoa | January 16 | *Mont Gaspe* | Montreal Shipping |
| Naples | | | |
| Venice | January 20 | *Marchport* | Montreal Shipping |
| West Coast Ports | January 16 | *Mont Gaspe* | Montreal Shipping |
| | January 20 | *Marchport* | Montreal Shipping |
| **Malayan Union—** | | | |
| Penang | January 9–10 | *Radja* | Cunard Donaldson |
| Port Swettenham | February 13–15 | *A Ship* | Cunard Donaldson |
| | March 12–14 | *Talthybius* | Cunard Donaldson |
| **Malta** | January 20 | *Marchport* | Montreal Shipping |
| **Mediterranean—** | | | |
| Central and Western Areas | January 16 | *Mont Gaspe* | Montreal Shipping |
| | January 20 | *Marchport* | Montreal Shipping |
| **Morocco—** | | | |
| Casablanca | January 16 | *Mont Gaspe* | Montreal Shipping |
| | January 20 | *Marchport* | Montreal Shipping |
| **Netherlands—** | | | |
| Amsterdam | February 12 | **Beaconsfield* | Cunard Donaldson |
| Rotterdam | | | |
| **Netherlands East Indies—** | | | |
| Batavia | January 9–10 | *Radja* | Cunard Donaldson |
| Cheribun | February 13–15 | *A Ship* | Cunard Donaldson |
| Samarang | March 12–14 | *Talthybius* | Cunard Donaldson |
| Soerabaya | | | |
| **Newfoundland—** | | | |
| St. John's | January 3–6 | *Mayhaven* | Shaw Steamships |
| St. John's | January 4 | *Island Connector* | Newfoundland Canada |
| St. John's | January 4–7 | *Mayfall* | Shaw Steamships |
| St. John's | January 6 | *Blue Peter II* | Montreal Shipping |
| St. John's | January 10 | *Nova Scotia* (r) | Furness Withy |
| St. John's | January 10 | *North Pioneer* | Clarke Steamships |
| St. John's | January 10–13 | *Mayhaven* | Shaw Steamships |

## Departures from Halifax—*Continued*

| Destination | Loading Date | Vessel | Operator or Agent |
|---|---|---|---|
| **Newfoundland—** Con. | | | |
| St. Joun's | January 12 | *Island Connector* | Newfoundland Canada |
| St. John's | January 13 | *Fort Townshend* (r) | Furness Withy |
| St. John's | January 14 | *Blue Cloud* | Montreal Shipping |
| St. John's | January 16–19 | *Mayfall* | Shaw Steamships |
| St. John's | January 21 | *North Pioneer* | Clarke Steamships |
| St. John's | January 22 | *Blue Peter II* | Montreal Shipping |
| St. John's | January 29 | *Blue Cloud* | Montreal Shipping |
| **Norway—** | | | |
| Oslo | January 14–20 | *Tidaholm* | Swedish American |
| Stavanger | January 22–29 | *Sparreholm* | Swedish American |
| Bergen | | | |
| **Philippines—** | | | |
| Manila | February 5 | *Achilles* | Cunard Donaldson |
| **Poland—** | | | |
| Gdansk | January 14–20 | *Tidaholm* | Swedish American |
| Gdansk | January 22–29 | *Sparreholm* | Swedish American |
| **Portugal—** | | | |
| Lisbon | January 16 | *Mont Gaspe* | Montreal Shipping |
| **St. Pierre et Miquelon** | January 3–6 | *Mayhaven* | Shaw Steamships |
| | January 4–7 | *Mayfall* | Shaw Steamships |
| | January 10–13 | *Mayhaven* | Shaw Steamships |
| | January 16–19 | *Mayfall* | Shaw Steamships |
| **Singapore** | January 9–10 | *Radja* | Cunard Donaldson |
| | January 15 | *Lakeside* | March Shipping |
| | February 10 | *Seaside* | March Shipping |
| **Sweden—** | | | |
| Gothenburg | January 14–20 | *Tidaholm* | Swedish American |
| Malmo | January 22–29 | *Sparreholm* | Swedish American |
| Norrkoping | | | |
| Stockholm | | | |
| **Trieste** | January 20 | *Marchport* | March Shipping |
| **United Kingdom—** | | | |
| Avonmouth | January 13 | *Montreal City* | Furness Withy |
| Avonmouth | January 27 | *Pacific Stronghold* | Furness Withy |
| Liverpool | January 10 | *Nova Scotia* (r) | Furness Withy |
| Liverpool | January 17–24 | *Port Sydney* (r) | Cunard Donaldson |
| Liverpool | February 6 | *Ascania* (r) | Cunard Donaldson |
| Liverpool | March 12 | *Ascania* (r) | Cunard Donaldson |
| London | Jan. 29–Feb. 5 | *Vasconia* (r) | Cunard Donaldson |
| Southampton | January 12 | *Aquitania* | Cunard Donaldson |
| Southampton | January 29 | *Aquitania* | Cunard Donaldson |
| Southampton | February 16 | *Aquitania* | Cunard Donaldson |
| **Uruguay—** | | | |
| Montevideo | January 6 | *Beacon Grange* | Furness Withy |
| Montevideo | January 29 | *Brazilian Prince* | Furness Withy |
| **West Indies—** | | | |
| Antigua | January 10–17 | **Lady Rodney* (r) | Canadian National |
| Antigua | January 10–19 | *A Ship* | Alcoa Steamships |
| Antigua | Jan. 24–Feb. 2 | *A Ship* | Alcoa Steamships |
| Bahamas | January 9 | *Canadian Cruiser* (r) | Canadian National |
| Barbados | January 10–17 | **Lady Rodney* (r) | Canadian National |
| Barbados | January 10–19 | *A Ship* | Alcoa Steamships |
| Barbados | Jan. 24–Feb. 2 | *A Ship* | Alcoa Steamships |
| Bermuda | January 10–17 | **Lady Rodney* (r) | Canadian National |
| Bermuda | January 10–19 | *A Ship* | Alcoa Steamships |
| Bermuda | Jan. 24–Feb. 2 | *A Ship* | Alcoa Steamships |
| Bermuda | Jan. 25–Feb. 2 | *Canadian Constructor* (r) | Canadian National |

## Departures from Halifax—*Concluded*

| Destination | Loading Date | Vessel | Operator or Agent |
|---|---|---|---|
| British Guiana | January 10–17 | **Lady Rodney* (r) | Canadian National |
| British Guiana | January 10–19 | *A Ship* | Alcoa Steamships |
| British Guiana | Jan. 24–Feb. 2 | *A Ship* | Alcoa Steamships |
| British Guiana | Jan. 25–Feb. 2 | *Canadian Constructor* (r) | Canadian National |
| Dominica | January 10–17 | **Lady Rodney* (r) | Canadian National |
| Dominica | Jan. 25–Feb. 2 | *Canadian Constructor* (r) | Canadian National |
| Grenada | January 10–17 | **Lady Rodney* (r) | Canadian National |
| Grenada | January 10–19 | *A Ship* | Alcoa Steamships |
| Grenada | Jan. 24–Feb. 2 | *A Ship* | Alcoa Steamships |
| Grenada | Jan. 25–Feb. 2 | *Canadian Constructor* (r) | Canadian National |
| Jamaica | January 9 | *Canadian Cruiser* (r) | Canadian National |
| Jamaica | January 12–36 | *A Ship* | Pickford and Black |
| Jamaica | February 10–13 | *Dufferin Bell* | Pickford and Black |
| Montserrat | January 10–17 | **Lady Rodney* (r) | Canadian National |
| St. Kitts | January 10–17 | **Lady Rodney* (r) | Canadian National |
| St. Kitts | January 10–19 | *A Ship* | Alcoa Steamships |
| St. Kitts | Jan. 24–Feb. 2 | *A Ship* | Alcoa Steamships |
| St. Kitts | Jan. 25–Feb. 2 | *Canadian Constructor* (r) | Canadian National |
| St. Lucia | January 10–17 | **Lady Rodney* (r) | Canadian National |
| St. Lucia | January 10–19 | *A Ship* | Alcoa Steamships |
| St. Lucia | Jan. 24–Feb. 2 | *A Ship* | Alcoa Steamships |
| St. Lucia | Jan. 25–Feb. 2 | *Canadian Constructor* (r) | Canadian National |
| St. Vincent | January 10–17 | **Lady Rodney* (r) | Canadian National |
| St. Vincent | January 10–19 | *A Ship* | Alcoa Steamships |
| St. Vincent | Jan. 24–Feb. 2 | *A Ship* | Alcoa Steamships |
| St. Vincent | Jan. 25–Feb. 2 | *Canadian Constructor* (r) | Canadian National |
| Trinidad | January 10–17 | **Lady Rodney* (r) | Canadian National |
| Trinidad | January 10–19 | *A Ship* | Alcoa Steamships |
| Trinidad | Jan. 24–Feb. 2 | *A Ship* | Alcoa Steamships |
| Trinidad | Jan. 25–Feb. 2 | *Canadian Constructor* (r) | Canadian National |

## Departures from Saint John

(r) Indicates refrigerated cargo space.

| Destination | Loading Date | Vessel | Operator or Agent |
|---|---|---|---|
| **Africa-East—** | | | |
| Lourenço Marques | January 14–24 | *Belwoods Park* | Elder Dempster |
| Beira | February 4–14 | *Cambray* | Elder Dempster |
| | February 17–27 | *Cabano* | Elder Dempster |
| **Africa-South—** | | | |
| Cape Town | January 14–24 | *Belwoods Park* | Elder Dempster |
| Port Elizabeth | February 4–14 | *Cambray* | Elder Dempster |
| East London | February 17–27 | *Cabano* | Elder Dempster |
| Durban | | | |
| **Australia—** | | | |
| Sydney | January 16–24 | *City of St. Albans* | Montreal Australia New Zealand Line |
| Melbourne | | | |
| Sydney | January 10 | *Kaipara* | Montreal Australia New Zealand Line |
| Melbourne | | | |
| Adelaide | | | |
| **Belgium—** | | | |
| Antwerp | January 10 | *Hedel* | Shipping Limited |
| Antwerp | January 10 | *Brant County* | Canada Steamships |
| Antwerp | January 11 | *Marchcape* | March Shipping |
| Antwerp | January 17 | *Beckenham* | Cunard Donaldson |
| Antwerp | January 18 | *Mont Alta* | Montreal Shipping |
| Antwerp | January 28 | *Mont Sorrel* | Montreal Shipping |
| Antwerp | February 5 | *Kent County* | Canada Steamships |

## Departures from Saint John—*Continued*

| Destination | Loading Date | Vessel | Operator or Agent |
|---|---|---|---|
| **Ceylon—** | | | |
| Colombo | January 10–15 | *Forest* | McLean Kennedy |
| **China—** | | | |
| Shanghai | January 20–25 | *City of Carlisle* | McLean Kennedy |
| Shanghai | February 3–4 | *Achilles* | Cunard Donaldson |
| **Colombia—** | | | |
| Barranquilla | January 15–20 | *Apollo* (r) | Saguenay Terminals |
| **Costa Rica—** | | | |
| Port Limon | January 15–20 | *Apollo* (r) | Saguenay Terminals |
| **Dominican Republic—** | | | |
| Ciudad Trujillo | January 15–20 | *Apollo* (r) | Saguenay Terminals |
| **Eire—** | | | |
| Cork, Dublin | January 17 | *Irish Poplar* | Shipping Limited |
| Dublin | January 4–10 | *Lord Glentoran* | McLean Kennedy |
| Dublin | February 9 | *Fanad Head* | McLean Kennedy |
| **France—** | | | |
| Le Havre | January 10 | *Brant County* | Canada Steamships |
| Le Havre | January 11 | *Marchcape* | March Shipping |
| Le Havre | January 18 | *Mont Alta* | Montreal Shipping |
| Le Havre | January 28 | *Mont Sorrel* | Montreal Shipping |
| Le Havre | February 5 | *Kent County* | Canada Steamships |
| **Germany—** | | | |
| Hamburg | January 11 | *Marchcape* | Montreal Shipping |
| Hamburg | January 17 | *Beckenham* | Cunard Donaldson |
| Hamburg | January 18 | *Mont Alta* | Montreal Shipping |
| Hamburg | January 28 | *Mont Sorrel* | Montreal Shipping |
| **Haiti—** | | | |
| Port au Prince | January 15–20 | *Apollo* (r) | Saguenay Terminals |
| **Hong Kong** | January 20–25 | *City of Carlisle* | McLean Kennedy |
| | February 3–4 | *Achilles* | Cunard Donaldson |
| **India and Pakistan—** | | | |
| Bombay, Calcutta, Madras, Karachi | January 10–15 | *Forest* | McLean Kennedy |
| **Italy—** | | | |
| West Coast Ports | January 16 | *Capo Vita* | Furness Withy |
| Genoa | January 16 | *Mont Gaspe* | Montreal Shipping |
| Venice | January 20 | *Marchport* | Montreal Shipping |
| **Mediterranean—** | | | |
| Central and Western Areas | January 16 | *Mont Gaspe* | Montreal Shipping |
| | January 20 | *Marchport* | Montreal Shipping |
| **Mexico—** | | | |
| Veracruz | January 20–22 | *Federal Ambassador* | McLean Kennedy |
| **Netherlands—** | | | |
| Amsterdam, Rotterdam | January 11 | *Marchcape* | March Shipping |
| | January 17 | *Beckenham* | Cunard Donaldson |
| | January 18 | *Mont Alta* | Montreal Shipping |
| | January 28 | *Mont Sorrel* | Montreal Shipping |
| Rotterdam | January 10 | *Hedel* | Shipping Limited |
| Rotterdam | January 10 | *Brant County* | Canada Steamships |
| Rotterdam | January 31 | *Prins Willem II* | Shipping Limited |
| **Netherlands West Indies—** | | | |
| Curaçao | January 15–20 | *Apollo* (r) | Saguenay Terminals |

## Departures from Saint John—*Concluded*

| Destination | Loading Date | Vessel | Operator or Agent |
|---|---|---|---|
| **New Zealand—** | | | |
| Auckland | January 16–24 | *City of St. Albans* | Montreal Australia New Zealand Line |
| Wellington | | | |
| Lyttelton | | | |
| Dunedin | | | |
| **Northern Ireland—** | | | |
| Belfast | January 9 | *Torr Head* | McLean Kennedy |
| **Philippines—** | | | |
| Manila | January 20–25 | *City of Carlisle* | McLean Kennedy |
| Manila | February 3–4 | *Achilles* | Cunard Donaldson |
| **Poland—** | | | |
| Gdynia | January 11 | *Marchcape* | March Shipping |
| **Trinidad—** | | | |
| Port-of-Spain | January 15–20 | *Apollo* (r) | Saguenay Terminals |
| **United Kingdom—** | | | |
| Avonmouth | January 5–12 | *Carmia* (r) | Cunard Donaldson |
| Avonmouth | January 17 | *Irish Poplar* | Shipping Limited |
| Avonmouth | February 3–10 | *Gracia* (r) | Cunard Donaldson |
| Glasgow | January 14–21 | *Corrientes* (r) | Cunard Donaldson |
| Glasgow | February 9–16 | *Norwegian* (r) | Cunard Donaldson |
| Liverpool | January 1–8 | *Beaverburn* | Canadian Pacific |
| Liverpool | January 4–10 | *Lord Glentoran* | McLean Kennedy |
| Liverpool | January 14 | *Empress of Canada* (r) | Canadian Pacific |
| Liverpool | January 18–25 | *Arabia* (r) | Cunard Donaldson |
| Liverpool | Jan. 30–Feb. 5 | *Fort Miami* | Cunard Donaldson |
| Liverpool | February 9 | *Fanad Head* | McLean Kennedy |
| Liverpool | February 9 | *Torr Head* | McLean Kennedy |
| Liverpool | February 10 | *Beaverford* | Canadian Pacific |
| Liverpool | February 14 | *Beaverburn* | Canadian Pacific |
| Liverpool | March 1 | *Beavercove* (r) | Canadian Pacific |
| London | Dec. 31–Jan. 7 | *Beavercove* (r) | Canadian Pacific |
| London | January 5–12 | *Port Melbourne* (r) | Cunard Donaldson |
| London | January 6 | *Valacia* (r) | Cunard Donaldson |
| London | January 23 | *Beaverdell* (r) | Canadian Pacific |
| London | Jan. 25–Feb. 2 | *Hillcrest Park* | Cunard Donaldson |
| Manchester | January 9 | *Manchester Shipper* (r) | Furness Withy |
| Manchester | January 29 | *Manchester Commerce* (r) | Furness Withy |
| Manchester | February 5 | *Manchester Regiment* (r) | Furness Withy |
| **Venezeula—** | | | |
| La Guaira | January 15–20 | *Apollo* (r) | Saguenay Terminals |

## Departures from Vancouver

Ships listed under "Departures from Vancouvér" may possibly be loading in addition at New Westminster. Exporters should communicate with agents in Vancouver to obtain information concerning loading dates, berths, available cargo space and rates.

(r) Indicates refrigerated cargo space.

| Destination | Loading Date | Vessel | Operator or Agent |
|---|---|---|---|
| **Africa-East—** | | | |
| Lourenço Marques | January 11 | *Silverwalnut* | Dingwall Cotts |
| Lourenço Marques | February | *Rempang* | Dingwall Cotts |
| **Africa-South—** | | | |
| Cape Town | January 11 | *Silverwalnut* | Dingwall Cotts |
| Port Elizabeth | February | *Rempang* | Dingwall Cotts |
| East London | | | |
| Durban | | | |

## Departures from Vancouver—*Continued*

| Destination | Loading Date | Vessel | Operator or Agent |
|---|---|---|---|
| **Argentina—** | | | |
| Buenos Aires | January 6 | *Mormacland* | Balfour Guthrie |
| **Belgium—** | | | |
| Antwerp | January 5 | *Seattle* | Gardner Johnson |
| Antwerp | January 7 | *Magnolia State* | Anglo Canadian |
| Antwerp | January 17 | *Rouen* | Empire Shipping |
| **Brazil—** | | | |
| Rio de Janeiro | January 6 | *Mormacland* | Balfour Guthrie |
| **Chile—** | | | |
| Arica | January 14–15 | *Santa Flavia* | Gardner Johnson |
| Antofagasta | February 4–5 | *Santa Leonor* | Gardner Johnson |
| Valparaiso | | | |
| **China—** | | | |
| Shanghai | January 14 | *Vingnes* | Empire Shipping |
| Taku Bar | | | |
| Shanghai | Dec. 21–Jan. 6 | *Lake Okanagan* | Canada Shipping |
| Shanghai | January 19–20 | *Oregon Mail* | American Mail Line |
| **Colombia—** | | | |
| Buenaventura | January 14–15 | *Santa Flavia* | Gardner Johnson |
| Buenaventura | February 4–5 | *Santa Leonor* | Gardner Johnson |
| Barranquilla | January 20 | *Don Aurelio* | Empire Shipping |
| **Ecuador—** | | | |
| Guayaquil | January 14–15 | *Santa Flavia* | Gardner Johnson |
| Guayaquil | February 4–5 | *Santa Leonor* | Gardner Johnson |
| **France—** | | | |
| Le Havre | January 7 | *Magnolia State* | Anglo Canadian |
| Le Havre | January 17 | *Rouen* | Empire Shipping |
| Marseilles | January 9 | *Ara Ponchelete* | Anglo Canadian |
| **Germany—** | | | |
| Bremen | January 7 | *Magnolia State* | Anglo Canadian |
| Hamburg | | | |
| **Greece—** | | | |
| Piraeus | January 9 | *Ara Ponchelet* | Anglo Canadian |
| **Guatemala—** | | | |
| San Jose de Guatemala | January 20 | *Don Aurelio* | Empire Shipping |
| **Hong Kong** | January 14 | *Bougainville* | Balfour Guthrie |
| | January 19–20 | *Oregon Mail* | American Mail Line |
| | February 14 | *Roseville* | Balfour Guthrie |
| | March 14 | *Castleville* | Balfour Guthrie |
| | April 14 | *Francisville* | Balfour Guthrie |
| **India and Pakistan—** | | | |
| Bombay | Late February | *Zeeman* | Dingwall Cotts |
| Karachi | | | |
| Madras | Early February | *Silverguava* | Dingwall Cotts |
| Calcutta | | | |
| **Italy—** | | | |
| Genoa | January 9 | *Ara Ponchelet* | Anglo Canadian |
| **Japan—** | | | |
| Yokohama | January 19–20 | *Oregon Mail* | American Mail Line |
| **Malayan Union—** | | | |
| Penang | January 14 | *Bougainville* | Balfour Guthrie |
| Port Swettenham | February 14 | *Roseville* | Balfour Guthrie |
| | March 14 | *Castleville* | Balfour Guthrie |
| | April 14 | *Francisville* | Balfour Guthrie |

## Departures from Vancouver—*Concluded*

| Destination | Loading Date | Vessel | Operator or Agent |
|---|---|---|---|
| **Netherlands—** | | | |
| Rotterdam | January 7 | *Magnolia State* | Anglo Canadian |
| Rotterdam | January 17 | *Rouen* | Empire Shipping |
| **Netherlands East Indies—** | | | |
| Batavia, Soerabaya | January 14 | *Bougainville* | Balfour Guthrie |
| | February 14 | *Roseville* | Balfour Guthrie |
| | Late February | *Zeeman* | Dingwall Cotts |
| | March 14 | *Castleville* | Balfour Guthrie |
| | April 14 | *Francisville* | Balfour Guthrie |
| **Panama—** | | | |
| Balboa | January 14–15 | *Santa Flavia* | Gardner Johnson |
| | February 4–5 | *Santa Leonor* | Gardner Johnson |
| **Peru—** | | | |
| Talara, Callao, Mollendo | January 14–15 | *Santa Flavia* | Gardner Johnson |
| | February 4–5 | *Santa Leonor* | Gardner Johnson |
| **Philippines—** | | | |
| Manila, Iloilo, Cebu | January 14 | *Bougainville* | Balfour Guthrie |
| | January 19–20 | *Oregon Mail* | American Mail Line |
| | February 14 | *Roseville* | Balfour Guthrie |
| | March 14 | *Castleville* | Balfour Guthrie |
| | April 14 | *Francisville* | Balfour Guthrie |
| Manila | January 14 | *Vingnes* | Gardner Johnson |
| Manila | Early February | *Silverguava* | Dingwall Cotts |
| Manila | Late February | *Zeeman* | Dingwall Cotts |
| **Singapore** | January 14 | *Bougainville* | Balfour Guthrie |
| | Early February | *Silverguava* | Dingwall Cotts |
| | February 14 | *Roseville* | Balfour Guthrie |
| | March 14 | *Castleville* | Balfour Guthrie |
| | April 14 | *Francisville* | Balfour Guthrie |
| **Sweden—** | | | |
| Gothenburg, Stockholm | January 5 | *Seattle* | Gardner Johnson |
| **Salvador—** | | | |
| La Libertad, La Union | January 20 | *Don Aurelio* | Empire Shipping |
| **Taiwan** | Dec. 21–Jan. 6 | *Lake Okanagan* | Canada Shipping |
| **United Kingdom—** | | | |
| Liverpool, Manchester, London | February | *Pacific Shipper* | Furness Pacific |
| London | Dec. 27–Jan. 14 | *Lake Athabasca* | Anglo Canadian |
| Miscellaneous Ports | January 6 | *Parthenia* | Balfour Guthrie |
| | January 13 | *Nora Moller* | Empire Shipping |
| | February | *Lakonia* | Balfour Guthrie |
| **Venezuela—** | | | |
| La Guaira, Maracaibo, Puerto Cabello | January 20 | *Don Aurelio* | Empire Shipping |
| **West Indies—** | | | |
| Trinidad | January 6 | *Mormacland* | Balfour Guthrie |

**DIRECTORY INFORMATION**

**The Foreign Trade Service head office directory, as well as the directory of Foreign Commercial Representatives in Canada appears in the last issue of *Foreign Trade* each month.**

# Foreign Trade Service Abroad

**Cable address:—*Canadian*, unless otherwise shown.**

**Note.—Bentley's Second Phrase Code is used by Canadian Trade Commissioners.**

### Argentina

*Buenos Aires*—H. L. Brown, Commercial Secretary, Canadian Embassy, Bartolomé Mitre 478.
Territory includes Uruguay and Paraguay.

### Australia

*Sydney*—C. M. Croft, Commercial Counsellor for Canada, City Mutual Life Building, Hunter and Bligh Streets. Address for letters: Post Office Box 3952V.
Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.
*Melbourne*—F. W. Fraser, Commercial Secretary for Canada, 83 William Street.
Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

### Belgian Congo

*Leopoldville*—L. H. Ausman, Canadian Government Trade Commissioner, Palace Hotel. Address for letters: Boîte Postale 373.
Territory includes Angola and French Equatorial Africa.

### Belgium

*Brussels*—B. A. Macdonald, Commercial Secretary, Canadian Embassy, 46 rue Montoyer.

### Brazil

*Rio de Janeiro*—Maurice Bélanger, Commercial Secretary, Canadian Embassy, Ed. Metropòle, Avenida Presidente Wilson, 165. Address for letters: Caixa Postal 2164.
*São Paulo*—J. C. Depocas, Canadian Government Trade Commissioner, Canadian Consulate, Edificio Alois, Rua 7 de Abril 252. Address for letters: Caixa Postal 6034.

### Chile

*Santiago*—J. L. Mutter, Commercial Secretary, Canadian Embassy, Bank of London and South America Building. Address for letters: Casilla 771.
Territory includes Bolivia.

### China

*Shanghai*—L. M. Cosgrave, Commercial Counsellor for Canada, 27 The Bund. Postal District (0).

### Colombia

*Bogotá*—H. W. Richardson, Acting Canadian Government Trade Commissioner, Edificio Colombiana de Seguros. Address for letters: Apartado 1618. Address for air mail: Apartado Aereo 3562.
Territory includes Republic of Panama and the Canal Zone.

### Cuba

*Havana*—R. G. C. Smith, Commercial Secretary, Canadian Legation, Avenida de las Misiones 17. Address for letters: Apartado 1945.
Territory includes Haiti, Dominican Republic and Puerto Rico.

### Egypt

*Cairo*—J. M. Boyer, Canadian Government Trade Commissioner, 22 Shari Kasr el Nil. Address for letters: Post Office Box 1770.
Territory includes the Sudan, Palestine, Cyprus, Iraq, Syria and Iran.

### France

*Paris*—Yves Lamontagne, Commercial Counsellor, Canadian Embassy, 3 rue Scribe.
Territory includes Switzerland, Algeria, French Morocco and Tunisia.

### Germany

*Frankfurt*—D. W. Jackson, Canadian Economic Representative, % Allied Contact Section, H.Q. EUCOM, Frankfurt, A.P.O. 757, U.S. Army.
*Cable address, Canadian Frankfurt/Main.*

### Greece

*Athens*—T. J. Monty, Commercial Secretary, Canadian Embassy, 31 Vassilissis Sophias Avenue.
Territory includes Turkey.

### Guatemala

*Guatemala City*—C. B. Birkett, Canadian Government Trade Commissioner, Post Office Box 400.
Territory includes Costa Rica, El Salvador, Honduras and Nicaragua.

### Hong Kong

*Hong Kong*—K. F. Noble, Canadian Government Trade Commissioner, Hong Kong Bank Building. Address for letters: Post Office Box 126.
Territory includes South China, the Philippine Islands and French Indo-China.

### India

*Bombay*—Richard Grew, Commercial Secretary for Canada, Gresham Assurance House, Mint Road. Address for letters: Post Office Box 886.
Territory includes Burma and Ceylon.

### Ireland

*Dublin*—H. L. E. Priestman, Commercial Secretary for Canada, 66 Upper O'Connell Street.
*Belfast*—H. L. E. Priestman, Canadian Government Trade Commissioner, 36 Victoria Square.

### Italy

*Rome*—J. P. Manion, Commercial Secretary, Canadian Legation, via Saverio Mercadante 15-17. Address for letters: Casella Postale 475. (Telephones—471-597 and 470-708.)
Territory includes Czechoslovakia, Malta, Yugoslavia and Libya.

# Foreign Trade Service Abroad—Concluded

**Jamaica**

*Kingston*—M. B. PALMER, Canadian Government Trade Commissioner, Canadian Bank of Commerce Chambers. Address for letters: Post Office Box 225.
Territory includes the Bahamas and British Honduras.

**Malayan Union**

*Singapore*—PAUL SYKES, Canadian Government Trade Commissioner, Room D-2, Union Building. Address for letters: Post Office Box 845.
Territory includes North Borneo, Brunei, Sarawak, Siam and Netherlands East Indies.

**Mexico**

*Mexico City*—D. S. COLE, Commercial Counsellor, Canadian Embassy, Edificio Internacional, Paseo de la Reforma. Address for letters: Apartado Num. 126-Bis.

**Netherlands**

*The Hague*—J. A. LANGLEY, Commercial Counsellor, Canadian Embassy, Sophialaan 1-A.

**Newfoundland**

*St. John's*—J. C. BRITTON, Commercial Secretary, Office of the High Commissioner for Canada, Circular Road.

**New Zealand**

*Wellington*—P. V. MCLANE, Commercial Secretary, Office of the High Commissioner for Canada, Post Office Box 1660.
Territory includes Fiji and Western Samoa.

**Norway**

*Oslo*—S. G. MACDONALD, Commercial Secretary, Canadian Legation, Fridtjof Nansens Plass 5.
Territory includes Denmark and Greenland.

**Pakistan**

*Karachi*—G. A. BROWNE, Acting Canadian Government Trade Commissioner. Address for letters: Post Office Box 531.

**Peru**

*Lima*—C. J. VAN TIGHEM, Commercial Secretary, Canadian Embassy, Edificio Boza, Carabaya 831, Plaza San Martin. Address for letters: Casilla 1212.
Territory includes Ecuador.

**Portugal**

*Lisbon*—L. S. GLASS, Canadian Government Trade Commissioner, Canadian Consulate General, Rua Rodrigo da Fonseca 103.
Territory includes the Azores and Madeira, Spain, Spanish Morocco, the Canary Islands and Gibraltar.

**South Africa**

*Johannesburg*—J. H. ENGLISH, Commercial Counsellor for Canada, Mutual Buildings, Harrison Street. Address for letters: Post Office Box 715.
Territory includes Transvaal, Natal, Southern Rhodesia, Northern Rhodesia, Mozambique or Portuguese East Africa, Kenya, Nyasaland, Tanganyika and Uganda.
*Cable address, Cantracom.*

*Cape Town*—S. V. ALLEN, Commercial Secretary for Canada, New South African Mutual Buildings, 21 Parliament Street. Address for letters: Post Office Box 683.
Territory includes Cape Province, Orange Free State, South-West Africa, Mauritius and Madagascar.
*Cable address, Cantracom.*

**Sweden**

*Stockholm*—F. H. PALMER, Commercial Counsellor, Canadian Legation, Strandvägen 7-C. Address for letters: Post Office Box 14042.
Territory includes Finland.

**Trinidad**

*Port-of-Spain*—T. G. MAJOR, Canadian Government Trade Commissioner, Colonial Life Insurance Building. Address for letters: Post Office Box 125.
Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana, and the French West Indies.

**United Kingdom**

*London*—A. E. BRYAN, Commercial Counsellor, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.
*Cable address, Sleighing, London.*

*London*—R. P. BOWER, Commercial Secretary, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.
Territory includes the South of England, East Anglia and British West Africa (Gold Coast, Sierra Leone and Nigeria).
*Cable address, Sleighing, London.*

*Liverpool*—M. J. VECHSLER, Canadian Government Trade Commissioner, Martins Bank Building, Water Street.
Territory includes the Midlands, North of England and Wales.

*Glasgow*—G. F. G. HUGHES, Acting Canadian Government Trade Commissioner, 200 St. Vincent Street.
Territory covers Scotland and Iceland.
*Cable address, Cantracom.*

**United States**

*Washington*—H. A. SCOTT, Commercial Counsellor, Canadian Embassy, 1746 Massachusetts Avenue, N.W.

*New York City*—M. T. STEWART, Canadian Government Trade Commissioner, British Empire Building, Rockefeller Centre.
Territory includes Bermuda.
*Cable address, Cantracom.*

*Los Angeles*—V. E. DUCLOS, Canadian Government Trade Commissioner, Associated Realty Building, 510 West Sixth Street.

**Venezuela**

*Caracas*—C. S. BISSETT, Canadian Government Trade Commissioner, Canadian Consulate General, Edificio America. Address for letters 8° Piso. Esq. Veroes.
Territory includes Netherlands West Indies.

# Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or par for United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that the kinds of currency which may be accepted for exports to different countries are specifically covered by the Foreign Exchange Control Act and Regulations, and that funds may sometimes be tendered in payment for exports, which cannot, in fact, be transferred to Canada. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, to ensure that the method of payment contemplated is not only possible but that it is in accordance with the Foreign Exchange Control Act and Regulations.

| Country | Monetary Unit | | Nominal Quotations Dec. 22 | Nominal Quotations Dec. 29 |
|---|---|---|---|---|
| Argentina | Peso | Off. | ·2977 | ·2977 |
| | | Free | ·2495 | ·2495 |
| Australia | Pound | .... | 3·2240 | 3·2240 |
| Belgium and Belgian Congo | Franc | .... | ·0228 | ·0228 |
| Bolivia | Boliviano | .... | ·0238 | ·0238 |
| British West Indies (except Jamaica) | Dollar | .... | ·8396 | ·8396 |
| Brazil | Cruzeiro | .... | ·0544 | ·0544 |
| Chile | Peso | Off. | ·0517 | ·0517 |
| | | Export | ·0322 | ·0322 |
| Colombia | Peso | .... | ·5714 | ·5714 |
| Cuba | Peso | .... | 1·0000 | 1·0000 |
| Czechoslovakia | Koruna | .... | ·0200 | ·0200 |
| Denmark | Krone | .... | ·2083 | ·2083 |
| Ecuador | Sucre | .... | ·0740 | ·0740 |
| Egypt | Pound | .... | 4·1330 | 4·1330 |
| Eire | Pound | .... | 4·0300 | 4·0300 |
| Fiji | Pound | .... | 3·6306 | 3·6306 |
| Finland | Markka | .... | ·0073 | ·0073 |
| France and French North Africa | Franc | .... | ·0084 | ·0084 |
| French Empire—African | Franc | .... | ·0142 | ·0142 |
| French Pacific Possessions | Franc | .... | ·0201 | ·0201 |
| Haiti | Gourde | .... | ·2000 | ·2000 |
| Hong Kong | Dollar | .... | ·2518 | ·2518 |
| Iceland | Krona | .... | ·1541 | ·1541 |
| India | Rupee | .... | ·3022 | ·3022 |
| Iraq | Dinar | .... | 4·0300 | 4·0300 |
| Italy | Lira | .... | ·0017 | ·0017 |
| Jamaica | Pound | .... | 4·0300 | 4·0300 |
| Malayan Union | Dollar | .... | ·4701 | ·4701 |
| Mexico | Peso | .... | ·2059 | ·2059 |
| Netherlands | Florin | .... | ·3769 | ·3769 |
| Netherlands East Indies | Florin | .... | ·3769 | ·3769 |
| Netherlands West Indies | Florin | .... | ·5302 | ·5302 |
| New Zealand | Pound | .... | 3·2402 | 3·2402 |
| Norway | Krone | .... | ·2015 | ·2015 |
| Pakistan | Rupee | .... | ·3022 | ·3022 |
| Palestine | Pound | .... | 4·0300 | 4·0300 |
| Peru | Sol | .... | ·1538 | ·1538 |
| Philippines | Peso | .... | ·5000 | ·5000 |
| Portugal | Escudo | .... | ·0403 | ·0403 |
| Siam | Baht | .... | ·1000 | ·1000 |
| Spain | Peseta | .... | ·0916 | ·0916 |
| Sweden | Krona | .... | ·2783 | ·2783 |
| Switzerland | Franc | .... | ·2336 | ·2336 |
| Turkey | Piastre | .... | ·0035 | ·0035 |
| Union of South Africa | Pound | .... | 4·0300 | 4·0300 |
| United Kingdom | Pound | .... | 4·0300 | 4·0300 |
| United States | Dollar | .... | 1·0000 | 1·0000 |
| Uruguay | Peso | Controlled | ·6583 | ·6583 |
| | | Uncontrolled | ·5629 | ·5629 |
| Venezuela | Bolivar | .... | ·2985 | ·2985 |

# Trade Publications Available

## ABC of Canadian Export Trade

Copies of this publication, prepared by the Export Division, Foreign Trade Service, may be obtained on application to the King's Printer, Government Printing Bureau, for 25 cents a copy in Canada and 50 cents abroad.

## *"Foreign Trade"*

Reprint of January 4, 1947, anniversary issue, containing articles on the Canadian Trade Commissioner Service, the history of the *Commercial Intelligence Journal* and preceding weekly publications, short reports from trade commissioners throughout the world on their respective territories, with illustrations.

## Economic Reviews

Reports on economic conditions in various countries, reproduced from the *Commercial Intelligence Journal* and *Foreign Trade*, as follows:

- Argentina
- Australia
- British West Indies and British Guiana
- Central America
- Chile
- Colombia and Venezuela
- French North Africa
- India
- New Zealand

## Reprints of Special Reports

Articles appearing in the *Commercial Intelligence Journal* and *Foreign Trade* have been reprinted in pamphlet form for distribution by commodity officers and others receiving enquiries on the subject concerned, as follows:

- Canadian Tobacco—Production and Consumption
- Industrial Development in Canada
- Canadian Toy Industry
- German Industrial Plants Available for Reparation
- Trade Procedure for Imports from Germany
- The Influence of Geography on Import Trade

## Foreign Trade Service Directory

This sets forth the functions of the six divisions of the Foreign Trade Service, with the directors and other leading officials of each. The government telephone numbers are shown for the convenience of exporters and importers. This includes a list of Canadian Trade Commissioners, with their respective postal and cable addresses, agencies associated with the Foreign Trade Service in the development of commerce with other countries, and a list of the Foreign Commercial Representatives in Canada. (This information, with revisions, is reproduced once a month in *Foreign Trade*.)

## Trade Bulletins and Reports

Detailed information concerning Canadian foreign trade is compiled by the Dominion Bureau of Statistics, to which application should be made. This is issued on an annual, quarterly and monthly basis. The Dominion Statistician is also responsible for compilation of the *Canada Year Book*, the *Canada Handbook* and a number of reports on specific commodities.

**Discuss your Problems with**

## FOREIGN TRADE SERVICE

OTTAWA
EDMOND CLOUTIER, C.M.G., B.A., L.Ph.,
KING'S PRINTER AND CONTROLLER OF STATIONERY
1948

## Canadá dice:

# "EL COMERCIO DEBE FLUIR EN DOS SENTIDOS"

Y, efectivamente, el comercio canadiense fluye en dos sentidos. Las exportaciones e importaciones totales se hallan muy equilibradas en valor.

A los vendedores del extranjero Canadá les ofrece un mercado extenso y variado para mercancías importadas.

A los compradores del extranjero Canadá les ofrece una amplia variedad tanto de materias primas como de productos manufacturados.

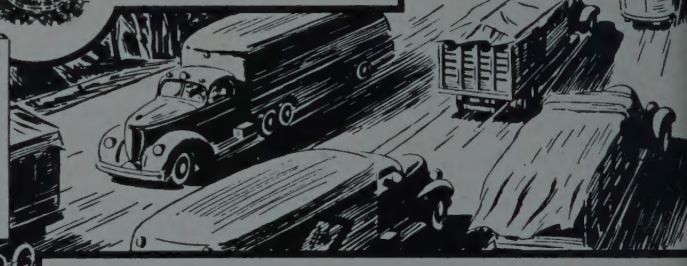
Si usted desea comprar o vender en Canadá, póngase en contacto con el Representante Comercial Canadiense más próximo a usted. Lo hallará a su servicio en cualquiera de los siguientes países:

ARGENTINA • AUSTRALIA • CONGO BELGA • BELGICA • BRASIL • CHILE • CHINA • COLOMBIA • CUBA • EGIPTO • FRANCIA • GRECIA • GUATEMALA • HONG KONG • INDIA • IRLANDA • ITALIA • JAMAICA • UNION MALAYA • MEXICO • HOLANDA • TERRANOVA • NUEVA ZELANDIA • NORUEGA • PAKISTAN • PERU • PORTUGAL • SUDAFRICA • SUECIA • TRINIDAD • REINO UNIDO • ESTADOS UNIDOS • VENEZUELA

**SERVICIO DE COMERCIO EXTERIOR**

## MINISTERIO DE INDUSTRIA Y COMERCIO

**OTTAWA** **CANADÁ**



### ASISTA A LA FERIA INTERNACIONAL DE COMERCI DEL CANADA

**Toronto, Canada. Del 31 de mayo al 12 de junio de 194**

Vea y examine los ofrecimientos comerciales del mundo, que se exhibir en Canadá en 1948. Compare las mejores mercancías de muchas nacion y de muchas industrias.

Proyecte desde ahora su visita a la Feria Internacional de Comercio d Canadá o el envío de un representante. Obtenga detalles completos, i cluso información relativa a medios de transporte y alojamiento, d representante comercial canadiense más cercano a usted.

**Example, in Spanish, of a message to appear in export and international magazines during M 1948. Published in many languages, this advertisement sums up the theme of a six-month cam to publicize the Canadian International Trade Fair.**